

FEDERAL REGISTER



VOLUME 12 1934 NUMBER 226

Washington, Wednesday, November 19, 1947

TITLE 3—THE PRESIDENT

EXECUTIVE ORDER 9906

REVOCATION OF EXECUTIVE ORDER No. 7165 OF AUGUST 29, 1935, RELATING TO THE PREPARATION AND PUBLICITY OF DECISIONS IN RESPECT OF OVERASSESSMENTS OF INCOME, PROFITS, ESTATE, AND GIFT TAXES ALLOWED IN EXCESS OF \$20,000

By virtue of the authority vested in me by section 55 (a) of the Internal Revenue Code (53 Stat. 29; 26 U. S. C. 55 (a)), section 257 (a) of the Revenue Act of 1926, section 55 of the Revenue Act of 1928, section 55 of the Revenue Act of 1932, as amended by section 218 (h) of the National Industrial Recovery Act, and section 55 (a) of the Revenue Acts of 1934, 1936, and 1938 (44 Stat. 51, 45 Stat. 809, 47 Stat. 189, 48 Stat. 209, 698, 49 Stat. 1671, and 52 Stat. 478) Executive Order No. 7165 of August 29, 1935, relating to the preparation and publicity of decisions in respect of overassessments of income, profits, estate, and gift taxes allowed in excess of \$20,000, is hereby revoked.

This order shall become effective upon its filing for publication in the FEDERAL REGISTER.

HARRY S. TRUMAN

THE WHITE HOUSE,
November 18, 1947.

[F. R. Doc. 47-10271; Filed, Nov. 18, 1947;
11:21 a. m.]

TITLE 6—AGRICULTURAL CREDIT

Chapter I—Farm Credit Administration, Department of Agriculture

Subchapter F—Banks for Cooperatives

[Farm Credit Administration Order 466]

PART 70—LOAN INTEREST RATES AND SECURITY

INCREASED INTEREST RATES

Sections 70.90, 70.90-50, 70.90-51, and 70.90-56 of Title 6 of the Code of Federal Regulations, are hereby amended to read as follows:

§ 70.90 *Interest rate on continental loans for financing operations.* Except

as provided in this section with respect to the Berkeley, Columbia, St. Louis, and New Orleans Banks for Cooperatives, the rate of interest on all loans, other than upon the security of commodities, made on and after February 24, 1939, by any district bank for cooperatives, for the purposes specified in section 7 (a) (1) of the Agricultural Marketing Act, as amended (sec. 7, 46 Stat. 14; 12 U. S. C. 1141e) shall be 2½ per centum per annum. The rate of interest on all such loans made on or after September 15, 1947, by the Berkeley Bank for Cooperatives and by the Columbia Bank for Cooperatives, and on and after December 1, 1947, by the St. Louis Bank for Cooperatives and by the New Orleans Bank for Cooperatives shall be 2¾ per centum per annum.

§ 70.90-50 *Interest rate on continental commodity loans.* Except as specified in § 70.90-51, and except as provided in this section with respect to the Berkeley, Columbia, St. Louis, and New Orleans Banks for Cooperatives, the rate of interest on all loans made upon the security of commodities on and after February 24, 1939, by any district bank for cooperatives, for the purposes specified in section 7 (a) (1) of the Agricultural Marketing Act, as amended (sec. 7, 46 Stat. 14; 12 U. S. C. 1141e) shall be 1½ per centum per annum. The rate of interest on all such loans made on or after March 1, 1947, by the Berkeley Bank for Cooperatives, and on and after September 15, 1947, by the Columbia Bank for Cooperatives, and on and after December 1, 1947, by the St. Louis Bank for Cooperatives and by the New Orleans Bank for Cooperatives shall be 1¾ per centum per annum.

§ 70.90-51 *Interest rate on continental loans and loans made in Puerto Rico secured by Commodity Credit Corporation loan documents.* Except as provided in this section with respect to the Berkeley, Columbia, St. Louis, and New Orleans Banks for Cooperatives, and with respect to such loans made in Puerto Rico by the Baltimore Bank for Cooperatives, the rate of interest on loans made on and after June 30, 1947, by any dis-

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¹ E. O. 9906.

tract bank for cooperatives, upon the security of approved Commodity Credit Corporation loan documents, shall be 1½ per centum per annum. The rate of interest on all such loans made on and after September 15, 1947, by the Berkeley and Columbia Banks for Cooperatives, and on and after December 1, 1947, by the St. Louis and New Orleans Banks for Cooperatives shall be 1½ per centum per annum. The rate of interest on such loans made on and after October 15, 1947, in Puerto Rico by the Baltimore Bank for Cooperatives shall be 2 per centum per annum.

§ 70.90-56 *Interest rates on loans made by the Central Bank for Cooperatives or from the Revolving Fund authorized by the Agricultural Marketing Act, as amended.* Effective on and after September 15, 1947, the rate of interest (a) for a continental loan by the Central Bank for Cooperatives or from the Revolving Fund authorized by the Agricultural Marketing Act, as amended (sec. 7, 46 Stat. 14; 12 U. S. C. 1141e) shall be the same as the prevailing rate charged for a similar type loan by the district bank for cooperatives of the Farm Credit Administration district in which the cooperative association borrowing from the Central Bank for Cooperatives or from the Revolving Fund has its principal place of business; and (b) for a loan made in Puerto Rico by the Central Bank for Cooperatives or from the Revolving Fund shall be the same as the prevailing rate charged by the Baltimore Bank for Cooperatives on a similar type loan in Puerto Rico.

(Sec. 8, 46 Stat. 14, as amended; 12 U. S. C. 1141f)

[SEAL] I. W. DUGGAN,
Governor.

NOVEMBER 13, 1947.

[F. R. Doc. 47-10204; Filed, Nov. 18, 1947;
8:50 a. m.]

TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

[Supplement 2]

PART 60—AIR TRAFFIC RULES

MINIMUM SAFE ALTITUDES

The following specifications relating to the Code of Federal Regulations, Title 14, Chapter I, Part 60, § 60.107 (d) (12 F. R. 5547, 5549) are hereby adopted:

§ 60.107 *Minimum safe altitudes.* * * *
(d) *IFR operations.* * * *

(CAA Specifications)

NOTE: See the Code of Federal Regulations, Title 14, Chapter II, Subchapter B, Part 610 (52 Stat. 973, 984, 985, 986; 54 Stat. 1231, 1233, 1234, 1235; 49 U. S. C. 401, 425, 451, 458)

These specifications shall become effective on November 24, 1947.

[SEAL] T. P. WRIGHT,
Administrator of Civil Aeronautics.

[F. R. Doc. 47-10185; Filed, Nov. 18, 1947;
8:47 a. m.]

[Regs. Serial No. 405]

PART 228—FREE AND REDUCED-RATE TRANSPORTATION

FREE TRAVEL FOR POSTAL EMPLOYEES

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 10th day of November 1947.

The purpose of this amendment is to add the following persons to the list of postal officers who are to be carried free when traveling on official business relating to the transportation of mail by aircraft: The Chief Inspector, the Assistant Chief Inspector, and the Regional Superintendents and Assistant Regional Superintendents at Large, Air Postal Transport.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

The Civil Aeronautics Board hereby amends subparagraphs (3) and (5) of § 228.1 (a) of the Economic Regulations (14 CFR 228.1 (a)) to read as follows, effective December 10, 1947.

§ 228.1 *Free travel for postal employees—(a) Postal employees to be carried free.*

(3) The Assistant Postmaster General who at the time is charged with the duty of the general management of post offices; the Assistant Postmaster General who at the time is assigned the supervision of Air Postal Transport, his Confidential Assistant, his Under Second Assistant, and his four Deputy Second Assistants; the Solicitor of the Post Office Department and the Assistant Solicitor, and any attorney in the Office of the Solicitor who at the time is assigned by the Solicitor to handle matters relating to the transportation of mail by aircraft; the Chief Inspector and the Assistant Chief Inspector.

(5) The five Regional Superintendents and the five Assistant Regional Superintendents, Air Postal Transport, located respectively at New York, N. Y., Chicago, Ill., San Francisco, Calif., Atlanta, Ga., and Fort Worth, Texas; the Regional Superintendents and Assistant Regional Superintendents at Large, Air Postal Transport.

(§§ 205 (a) 405 (m) 52 Stat. 984, 994; 49 U. S. C. 425, 485)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 47-10212; Filed, Nov. 18, 1947;
8:50 a. m.]

Chapter II—Administrator of Civil Aeronautics, Department of Commerce

PART 610—IFR ALTITUDE MINIMUMS

Acting pursuant to the authority vested in me by section 205 of the Civil Aeronautics Act of 1938, as amended, (52 Stat. 973, 984; 54 Stat. 1231, 1233, 1234, 1235; 49 U. S. C. 401, 425), section

301 of the Civil Aeronautics Act of 1938, as amended (52 Stat. 973, 985; 54 Stat. 1231, 1233, 1234, 1235; 49 U. S. C. 401, 451) section 303 of the Civil Aeronautics Act of 1938, as amended (52 Stat. 973, 986; 54 Stat. 1231, 1233, 1234, 1235; 49 U. S. C. 401, 458) and § 60.107 (d) of the Civil Air Regulations (12 F. R. 5547, 5549) and in accordance with the Administrative Procedure Act (Public Law 404, 79th Congress, 2d Session) I hereby adopt a new part, Part 610, of the regulations of the Administrator of Civil Aeronautics to read as follows:

Sec.

610.1 Definitions.

610.2 IFR altitude minimums over stated areas.

610.3 IFR altitude minimums over mapped areas.

610.4 IFR altitude minimums generally.

AUTHORITY: §§ 610.1 to 610.4, inclusive, issued under 52 Stat. 973, 984, 985, 986; 54 Stat. 1231, 1233, 1234, 1235; 49 U. S. C. 401, 425, 451, 458.

§ 610.1 *Definitions.* (a) "IFR" means instrument flight rules.

§ 610.2 *IFR altitude minimums over stated areas.* Except when necessary for taking off or landing, no person shall operate an aircraft in accordance with IFR along the following routes, below the following altitudes:

(a) *Green civil airways—(1) Green Civil Airway No. 1 (Magantic, Quebec, to Forest City, Maine).*

From—	To—	Altitude
Magantic.....	Kobadjo (INT).....	6,000
Kobadjo (INT).....	Millinocket.....	6,000
Millinocket.....	Forest City (INT).....	2,000

(2) *Green Civil Airway No. 2 (Seattle, Wash., to Boston, Mass.).*

From—	To—	Altitude
Seattle.....	Ellensburg.....	8,000
Ellensburg.....	Spokane.....	7,000
Spokane.....	Coeur D'Alene.....	7,000
Coeur D'Alene.....	Mullan Pass.....	9,000
Mullan Pass.....	Superior.....	9,000
Superior.....	Minneapolis.....	9,000
Minneapolis.....	Drummond.....	9,000
Drummond.....	Garfield (INT).....	9,000
Garfield (INT).....	Holmes.....	9,000
Holmes.....	Boston.....	9,000
Boston.....	Livingston.....	10,000
Livingston.....	Billings.....	9,000
Billings.....	Custer.....	5,000
Custer.....	Miss City.....	4,200
Miss City.....	Minneapolis.....	4,200
Minneapolis.....	Bismarck.....	3,800
Bismarck.....	Jamestown.....	3,400
Jamestown.....	Fargo.....	2,800
Fargo.....	Alexandria.....	2,800
Alexandria.....	Hamel (INT).....	2,000
Hamel (INT).....	Minneapolis.....	2,000
Minneapolis.....	Red Wing (INT).....	2,400
Red Wing (INT).....	La Crosse.....	2,400
La Crosse.....	La Crosse.....	2,400
La Crosse.....	Madison.....	2,800
Madison.....	Geneseo (FM).....	2,800
Geneseo (FM).....	Madison.....	2,800
Madison.....	Madison.....	1,000
Madison.....	Grand Rapids.....	1,400
Grand Rapids.....	Grand Rapids.....	2,800
Grand Rapids.....	Holland (INT).....	2,800
Holland (INT).....	Grand Rapids.....	2,800
Grand Rapids.....	West Henrietta (INT).....	2,800
West Henrietta (INT).....	Syracuse.....	2,800
Syracuse.....	Utica.....	1,400
Utica.....	Albany.....	2,800
Albany.....	Westfield.....	4,400
Westfield.....	Westfield (INT).....	2,800
Westfield (INT).....	North Scituate (INT).....	1,000
North Scituate (INT).....	Boston.....	1,000

(3) Green Civil Airway No. 3 (San Francisco, Calif., to New York, N. Y.)

From—	To—	Altitude
San Francisco.....	Oakland.....	3,000
Oakland.....	Bay Point (FM).....	5,000
Bay Point (FM).....	Sacramento (East-bound).....	2,500
Sacramento.....	Bay Point (FM) (West-bound).....	5,000
Sacramento.....	Auburn (FM) (East-bound).....	11,000
Auburn (FM).....	Sacramento (West-bound).....	3,500
Auburn (FM).....	Donner Summit.....	11,000
Donner Summit.....	Reno.....	12,000
Reno.....	Humboldt.....	11,000
Humboldt.....	Battle Mountain.....	12,000
Battle Mountain.....	Elko.....	11,000
Elko.....	Lucin.....	12,000
Lucin.....	Ogden.....	11,000
Ogden.....	Fort Bridger.....	12,000
Fort Bridger.....	Rock Springs.....	10,000
Rock Springs.....	Sinclair.....	10,000
Sinclair.....	Two Rivers (INT).....	12,000
Two Rivers (INT).....	Sherman Hill (INT).....	10,500
Sherman Hill (INT).....	Cheyenne.....	10,500
Cheyenne.....	Egbert (INT).....	7,300
Egbert (INT).....	Kimball (INT).....	7,000
Kimball (INT).....	Chappell (INT).....	5,700
Chappell (INT).....	Faxton (INT).....	5,000
Faxton (INT).....	North Platte.....	4,300
North Platte.....	Grand Island.....	4,000
Grand Island.....	Weston (INT).....	2,900
Weston (INT).....	Omaha.....	2,700
Omaha.....	Des Moines.....	2,500
Des Moines.....	West Liberty (INT).....	2,200
West Liberty (INT).....	Moline.....	2,000
Moline.....	Aurora (INT).....	2,000
Aurora (INT).....	Washington Park (INT).....	2,000
Washington Park (INT).....	Goshen.....	2,300
Goshen.....	Archbold (INT).....	2,300
Archbold (INT).....	Toledo.....	2,000
Toledo.....	Cleveland.....	1,900
Cleveland.....	Parkman (INT).....	2,500
Parkman (INT).....	Youngstown.....	2,200
Youngstown.....	Phillipsburg.....	4,000
Phillipsburg.....	Sunbury (INT).....	4,000
Sunbury (INT).....	Slatington (INT).....	4,000
Slatington (INT).....	Allentown (East-bound).....	3,000
Allentown.....	Slatington (INT) (Westbound).....	4,000
Allentown.....	Metuchen (INT).....	2,500
Metuchen.....	Keyport (INT).....	1,500
Keyport (INT).....	Coney Island (INT).....	1,500
Coney Island (INT).....	Flatbush (INT).....	1,500
Flatbush (INT).....	Flatguardia.....	2,300

(4) Green Civil Airway No. 4 (Newhall, Calif., to Philadelphia, Pa.)

From—	To—	Altitude
Newhall.....	Palmdale.....	9,000
Palmdale.....	Daggett.....	6,000
Daggett.....	Needles.....	9,000
Needles.....	Prescott.....	10,000
Prescott.....	Winslow.....	10,000
Winslow.....	El Morro.....	10,000
El Morro.....	Acoma.....	11,000
Acoma.....	Albuquerque.....	10,000
Albuquerque.....	Otto.....	11,000
Otto.....	Tucuman.....	9,000
Tucuman.....	Amarillo.....	5,200
Amarillo.....	South West Course Gage.....	4,700
South West Course Gage.....	Gage.....	4,500
Gage.....	Anthony (INT).....	3,600
Anthony (INT).....	Wichita.....	3,000
Wichita.....	El Dorado (INT).....	2,800
El Dorado (INT).....	Lebo.....	2,600
Lebo.....	Centropolis (INT).....	2,300
Centropolis (INT).....	Eudora (INT).....	2,500
Eudora (INT).....	Kansas City.....	2,200
Kansas City.....	Excelsior Springs (INT).....	2,200
Excelsior Springs (INT).....	Columbia.....	2,200
Columbia.....	St. Louis.....	2,000
St. Louis.....	Wood River (INT).....	1,700
Wood River (INT).....	Effingham.....	2,000
Effingham.....	Terre Haute.....	2,000
Terre Haute.....	Indianapolis.....	2,000
Indianapolis.....	Dayton.....	2,400
Dayton.....	Troy (INT).....	2,100
Indianapolis.....	Troy (INT).....	2,400
Troy (INT).....	Columbus.....	2,300
Columbus.....	Newark (INT).....	2,200
Newark (INT).....	Wellsburg (INT).....	2,600
Wellsburg (INT).....	Pittsburgh.....	2,500

From—	To—	Altitude
Pittsburgh.....	Altoona.....	4,500
Altoona.....	Carlisle (FM).....	4,000
Carlisle (FM).....	Harrisburg (East-bound).....	1,900
Harrisburg.....	Carlisle (FM) (West-bound).....	4,000
Harrisburg.....	Lancaster (INT).....	2,000
Lancaster (INT).....	Philadelphia.....	2,000

(5) Green Civil Airway No. 5 (Los Angeles, Calif., to Boston, Mass.)

From—	To—	Altitude
Los Angeles.....	La Habra (INT) (East-bound).....	5,000
La Habra (INT).....	Los Angeles (West-bound).....	3,000
La Habra (INT).....	Riverside.....	5,000
Riverside.....	Banning (FM) (East-bound).....	13,000
Banning (FM).....	Riverside (West-bound).....	10,000
Banning (FM).....	Indio (INT).....	13,000
Indio (INT).....	Blythe.....	8,000
Blythe.....	Phoenix.....	6,000
Phoenix.....	Casa Grande (INT).....	6,000
Casa Grande (INT).....	Red Rock (FM) (East-bound).....	10,000
Red Rock (FM).....	Casa Grande (INT) (Westbound).....	6,000
Red Rock (FM).....	Tucson.....	10,000
Tucson.....	Cochise.....	10,000
Cochise.....	Hilltop (FM).....	12,000
Hilltop (FM).....	Rodeo.....	12,000
Rodeo.....	Columbus.....	9,000
Columbus.....	El Paso.....	8,500
El Paso.....	Salt Flat.....	8,000
Salt Flat.....	Guadalupe Pass (FM).....	10,000
Guadalupe Pass (FM).....	Orla (INT).....	10,000
Orla (INT).....	Wink.....	4,500
Wink.....	Midland.....	4,500
Midland.....	Big Spring.....	4,500
Big Spring.....	Abilene.....	4,000
Abilene.....	Harpersville.....	3,000
Harpersville.....	Fort Worth.....	2,500
Fort Worth.....	Dallas (INT).....	2,300
Dallas (INT).....	Sulphur Springs.....	2,000
Sulphur Springs.....	Texarkana.....	1,600
Texarkana.....	Prescott (INT).....	1,600
Prescott (INT).....	Memphis.....	1,600
Memphis.....	Jacks Creek.....	1,800
Jacks Creek.....	Nashville.....	2,500
Nashville.....	Smithville.....	3,500
Smithville.....	Knoxville.....	4,500
Knoxville.....	Tri-City.....	5,000
Tri-City.....	Pulaski.....	7,000
Pulaski.....	Roanoke.....	6,000
Roanoke.....	James River (INT).....	6,200
James River (INT).....	Gordonsville.....	6,000
Gordonsville.....	Doncaster (INT).....	3,000
Doncaster (INT).....	Brandywine.....	1,500
Brandywine.....	Hartly (INT).....	1,500
Hartly (INT).....	Millville.....	1,500
Millville.....	Ambrose (INT).....	1,500
Ambrose (INT).....	Longbeach (INT).....	1,500
Longbeach (INT).....	Mitchel (INT).....	1,500
Mitchel (INT).....	St. James (INT).....	1,500
St. James (INT).....	Salem (INT).....	1,800
Salem (INT).....	Moosup (INT).....	1,800
Moosup (INT).....	Boston.....	1,700

(6) Green Civil Airway No. 6 (Alice, Tex., to Norfolk, Va.)

From—	To—	Altitude
Alice.....	Corpus Christi.....	1,400
Corpus Christi.....	Palacios.....	1,400
Palacios.....	Houston.....	1,500
Houston.....	Beaumont.....	1,600
Beaumont.....	Lake Charles.....	1,300
Lake Charles.....	New Orleans.....	1,500
New Orleans.....	Keesler.....	1,500
Keesler.....	Mobile.....	1,500
Mobile.....	Maxwell.....	1,500
Maxwell.....	Atlanta.....	2,100
Atlanta.....	Spartanburg.....	2,800
Spartanburg.....	Greensboro.....	2,800
Greensboro.....	Blackstone.....	2,300
Blackstone.....	Richmond.....	1,500
Richmond.....	Norfolk.....	1,500

(b) Amber civil airways—(1) Amber Civil Airway No. 1 (San Diego, Calif., to Vancouver British Columbia)

From—	To—	Altitude
San Diego.....	Long Beach.....	4,000
Long Beach.....	Los Angeles.....	1,500
Los Angeles.....	Burbank.....	4,000
Burbank.....	Newhall.....	7,000
Newhall.....	Lebec (FM).....	10,000
Lebec (FM).....	Bakersfield (North-bound).....	6,000
Bakersfield.....	Lebec (FM) (South-bound).....	10,000
Bakersfield.....	Fresno.....	3,000
Fresno.....	Los Banos (FM) (Northbound).....	6,000
Los Banos (FM).....	Fresno (Southbound).....	3,000
Los Banos (FM).....	Oakland.....	6,000
Fairfield-Suisun.....	Williams.....	5,000
Williams.....	Red Bluff.....	3,000
Red Bluff.....	Redding (FM) (North-bound).....	10,000
Redding (FM).....	Red Bluff (South-bound).....	3,000
Redding (FM).....	Fort Jones.....	10,000
Fort Jones.....	Medford.....	10,000
Medford.....	Eugene.....	7,000
Eugene.....	Portland.....	3,000
Portland.....	Toledo.....	5,000
Toledo.....	Seattle.....	5,000
Seattle.....	Everett.....	3,000
Everett.....	Bellingham.....	4,000
Bellingham.....	Vancouver.....	2,000

(2) Amber Civil Airway No. 2 (Long Beach, Calif., to Lethbridge, Alberta)

From—	To—	Altitude
Long Beach.....	La Habra.....	3,000
Daggett.....	Silver Lake.....	6,000
Silver Lake.....	Las Vegas.....	10,500
Las Vegas.....	Enterprise.....	9,500
Enterprise.....	Millford.....	9,000
Millford.....	Delta.....	9,000
Delta.....	Fairfield.....	11,000
Fairfield.....	Salt Lake City.....	12,000
Salt Lake City.....	Ogden.....	6,500
Ogden.....	Malad City.....	11,000
Malad City.....	Pocatello.....	11,000
Pocatello.....	Idaho Falls.....	7,500
Idaho Falls.....	Dubois.....	7,500
Dubois.....	Dillon.....	11,500
Dillon.....	Whitehall.....	10,500
Whitehall.....	Helena.....	10,500
Helena.....	Great Falls.....	9,500
Great Falls.....	Cut Bank.....	6,500
Cut Bank.....	Lethbridge.....	6,500

(3) Amber Civil Airway No. 3 (Harrington Ranch, N. Mex., to Great Falls, Mont.)

From—	To—	Altitude
Harrington Ranch (INT).....	Engle.....	10,000
Engle.....	Albuquerque.....	10,000
Albuquerque.....	Las Vegas.....	10,000
Las Vegas.....	Trinidad.....	11,000
Trinidad.....	Pueblo.....	7,500
Pueblo.....	Colorado Springs.....	8,000
Colorado Springs.....	Denver.....	8,500
Denver.....	Choyenne.....	7,500
Choyenne.....	Diamond (INT).....	7,500
Diamond (INT).....	Casper.....	7,500
Casper.....	Ucross (INT).....	7,500
Ucross (INT).....	Sheridan.....	7,500
Sheridan.....	Billings.....	8,000
Billings.....	Lewistown.....	8,000
Lewistown.....	Great Falls.....	9,000

(4) Amber Civil Airway No. 4 (Brownsville, Tex., to Minot, N. Dak.)

From—	To—	Altitude
Brownsville.....	Alice.....	1,400
Alice.....	Alamo.....	2,200
Alamo.....	Austin.....	2,700
Austin.....	Waco.....	2,000
Waco.....	Womack (INT).....	1,700
Womack (INT).....	Fort Worth.....	2,000

From—	To—	Altitude
Fort Worth.....	Marionetta (INT).....	2,600
Marionetta (INT).....	Oklahoma City.....	2,500
Oklahoma City.....	Newalla (INT).....	2,700
Newalla (INT).....	Tulsa.....	2,200
Tulsa.....	Claremore (INT).....	2,600
Claremore (INT).....	Chanute.....	2,100
Chanute.....	Eudora (INT).....	2,100
Eudora (INT).....	Kansas City.....	2,200
Kansas City.....	St. Joseph.....	2,400
St. Joseph.....	Omaha.....	2,500
Omaha.....	Sioux City.....	2,700
Sioux City.....	Sioux Falls.....	2,600
Sioux Falls.....	Huron.....	2,800
Huron.....	Aberdeen.....	2,500
Aberdeen.....	Bismarck.....	3,500
Bismarck.....	Minot.....	3,400

(5) Amber Civil Airway No. 5 (New Orleans, La., to Milwaukee, Wis.)

From—	To—	Altitude
New Orleans.....	Jackson.....	1,600
Jackson.....	Greenwood.....	1,700
Greenwood.....	Memphis.....	1,300
Memphis.....	Advance.....	1,800
Advance.....	Crystal City (INT).....	2,400
Crystal City (INT).....	St. Louis.....	2,600
St. Louis.....	Jerseyville (INT).....	1,700
Jerseyville (INT).....	Springfield.....	1,500
Springfield.....	Pontiac (INT).....	2,600
Pontiac (INT).....	Joliet.....	2,600
Joliet.....	Downers Grove (INT).....	2,300
Downers Grove (INT).....	Wilson (INT).....	2,300
Wilson (INT).....	Milwaukee.....	2,500

(6) Amber Civil Airway No. 6 (Jacksonville, Fla., to Elyria, Ohio)

From—	To—	Altitude
Jacksonville.....	Alma.....	1,500
Alma.....	Macon.....	1,500
Macon.....	Atlanta.....	2,200
Atlanta.....	Chattanooga.....	4,000
Chattanooga.....	Nashville.....	4,000
Nashville.....	Greensboro (INT).....	2,000
Greensboro (INT).....	Bowling Green.....	2,000
Bowling Green.....	Kansville.....	2,200
Kansville.....	Union (FM).....	2,500
Union (FM).....	Cincinnati.....	2,300
Cincinnati.....	Dayton.....	2,500
Dayton.....	Hayesville.....	2,500
Hayesville.....	Elyria.....	2,500

(7) Amber Civil Airway No. 7 (Key West, Fla., to Caribou, Maine)

From—	To—	Altitude
Key West.....	Miami.....	1,400
Miami.....	Fort Lauderdale (FM).....	1,400
Fort Lauderdale (FM).....	West Palm Beach (Northbound).....	1,200
West Palm Beach.....	Fort Lauderdale (Southbound).....	1,400
Fort Lauderdale (Southbound).....	Melbourne.....	1,200
Melbourne.....	Daytona Beach.....	1,200
Daytona Beach.....	Jacksonville.....	1,200
Jacksonville.....	Savannah.....	1,200
Savannah.....	Charleston.....	1,500
Charleston.....	Florence.....	1,200
Florence.....	Lumberton (INT).....	1,200
Lumberton (INT).....	Raleigh.....	1,200
Raleigh.....	Rawlins (INT).....	1,200
Rawlins (INT).....	Chester (INT).....	1,200
Chester (INT).....	Richmond.....	1,200
Richmond.....	Summit (INT).....	1,200
Summit (INT).....	Doncaster (INT).....	1,200
Doncaster (INT).....	Mount Vernon (INT).....	1,200
Mount Vernon (INT).....	Washington.....	1,200
Washington.....	Relay (INT).....	1,200
Relay (INT).....	Loch Raven (INT).....	1,200
Loch Raven (INT).....	Boothwyn (INT).....	1,200
Boothwyn (INT).....	Philadelphia SW.....	1,200
Philadelphia SW.....	Philadelphia NE.....	1,200
Philadelphia NE.....	Metuchen (INT).....	1,200
Metuchen (INT).....	Newark.....	2,200
Newark.....	Little Ferry (INT).....	1,200
Little Ferry (INT).....	Yonkers (INT).....	1,200
Yonkers (INT).....	Port Chester (INT).....	2,600
Port Chester (INT).....	Meriden (INT).....	2,600
Meriden (INT).....	Hartford.....	2,600
Hartford.....	Woodstock (INT) (Northbound).....	2,400

From—	To—	Altitude
Woodstock (INT).....	Hartford (Southbound).....	2,600
Woodstock (INT).....	Boston.....	2,400
Boston.....	Peabody (INT).....	1,200
Peabody (INT).....	Portsmouth (INT).....	1,200
Portsmouth (INT).....	Portland.....	1,200
Portland.....	Augusta.....	1,200
Augusta.....	Waterville (INT).....	1,200
Waterville (INT).....	Dixmont (INT).....	2,200
Dixmont (INT).....	Bangor.....	2,200
Bangor.....	East Corinth (INT).....	1,200
East Corinth (INT).....	Millinocket.....	2,200
Millinocket.....	Uncle Sam Pond (INT).....	3,500
Uncle Sam Pond (INT).....	Presque Isle.....	2,400
Presque Isle.....	Carleton.....	1,600

(8) Amber Civil Airway No. 8 (Los Angeles, Calif., to The Dalles, Oreg.)

From—	To—	Altitude
Los Angeles.....	Santa Barbara.....	6,000
Santa Barbara.....	Paso Robles.....	7,000
Paso Robles.....	Salinas.....	7,000
Salinas.....	Bollinas (INT).....	6,000
Bollinas (INT).....	Golden Gate (INT).....	3,000
Golden Gate (INT).....	Richmond (INT).....	4,000
Richmond (INT).....	Fairfield-Suisun.....	4,000
Fairfield-Suisun.....	Sacramento.....	2,500
Sacramento.....	Red Bluff.....	6,000
Red Bluff.....	Whitmore.....	10,000
Whitmore.....	Klamath Falls.....	10,000
Klamath Falls.....	Redmond.....	10,000
Redmond.....	The Dalles.....	7,000

(c) Red civil airways—(1) Red Civil Airway No. 1 (Portland, Oreg., to Kansas City, Mo.)

From—	To—	Altitude
Portland.....	The Dalles.....	7,000
The Dalles.....	Pendleton.....	4,000
Pendleton.....	Baker.....	10,000
Baker.....	Boise.....	9,000
Boise.....	Gooding.....	9,000
Gooding.....	Burley.....	7,000
Burley.....	Malad City.....	11,000
Malad City.....	Port Bridge.....	12,000
Port Bridge.....	Laramie.....	11,000
Laramie.....	Salina.....	8,000
Salina.....	Topoka.....	3,000
Topoka.....	Kansas City.....	2,500

(2) Red Civil Airway No. 2 (Butte, Mont., to Rapid City, S. Dak.)

From—	To—	Altitude
Butte.....	Whitcomb.....	10,000
Whitcomb.....	Bergman.....	9,000
Sheridan.....	Wright (INT).....	7,000
Wright (INT).....	Rapid City.....	9,000

(3) Red Civil Airway No. 3 (Phillipsburg, Pa., to Port Chester, N. Y.)

From—	To—	Altitude
Phillipsburg.....	Hartford.....	4,000
Frederick.....	Frederick (INT).....	1,200
Frederick (INT).....	Flatbush (INT).....	1,200
Flatbush (INT).....	Port Chester (INT).....	1,200

(4) [Unassigned.]

(5) Red Civil Airway No. 5 (Sioux Falls, S. Dak., to Minneapolis, Minn.)

From—	To—	Altitude
Sioux Falls.....	Minneapolis.....	3,000

(6) Red Civil Airway No. 6 (Mormon Mesa, Nev., to Omaha, Nebr.)

From—	To—	Altitude
Mormon Mesa (INT).....	St. George.....	9,000
St. George.....	Bryce Canyon.....	13,000
Bryce Canyon.....	Hanksville.....	13,000
Hanksville.....	Grand Junction.....	10,000
Grand Junction.....	Flagg.....	14,000
Flagg.....	Denver.....	10,000
Denver.....	Albany.....	6,000
Albany.....	Hayes Center.....	5,000
Hayes Center.....	Curtis (INT).....	4,500
Curtis (INT).....	Grand Island.....	4,500
Grand Island.....	Lincoln.....	3,200
Lincoln.....	Omaha.....	2,700

(7) Red Civil Airway No. 7 (Greenville, S. C., to Greensboro, N. C.)

From—	To—	Altitude
Greenville.....	Spartanburg.....	3,000
Spartanburg.....	Charlotte.....	2,800
Charlotte.....	Mecklenburg (INT).....	2,500
Mecklenburg (INT).....	Greensboro.....	2,400

(8) Red Civil Airway No. 8 (Lock Haven, Pa., to Kingston, Pa.)

From—	To—	Altitude
Lock Haven (INT).....	Williamsport.....	3,500
Williamsport.....	Kingston (INT).....	3,600

(9) Red Civil Airway No. 9 (San Diego, Calif., to Winslow, Ariz.)

From—	To—	Altitude
San Diego.....	Mt. Laguna (Eastbound).....	9,000
Mt. Laguna.....	San Diego (Westbound).....	8,000
Mt. Laguna.....	El Centro.....	9,000
El Centro.....	Yuma.....	3,000
Yuma.....	Gila Bend.....	4,000
Gila Bend.....	Casa Grande.....	3,000
Casa Grande.....	Winslow.....	10,000

(10) Red Civil Airway No. 10 (Trinidad, Colo. to Charleston, S. C.)

From—	To—	Altitude
Trinidad.....	Amarillo.....	9,500
Amarillo.....	Chandler.....	4,700
Chandler.....	Wichita Falls.....	3,000
Wichita Falls.....	Hackitt (INT).....	2,200
Hackitt (INT).....	Fort Worth.....	2,000
Fort Worth.....	Dallas.....	2,000
Dallas.....	Wills Point (INT).....	2,000
Wills Point (INT).....	Shreveport.....	1,500
Shreveport.....	Monroe.....	1,500
Monroe.....	Jackson.....	1,500
Jackson.....	Meridian.....	1,500
Meridian.....	Birmingham (Eastbound).....	2,000
Birmingham.....	Meridian (Westbound).....	2,000
Birmingham.....	Atlanta.....	4,000
Atlanta.....	Augusta.....	2,800
Augusta.....	Charleston.....	1,500

(11) Red Civil Airway No. 11 (Tulsa, Okla. to Boston, Mass.)

From—	To—	Altitude
Tulsa.....	Norman (INT).....	2,200
Norman (INT).....	Springfield.....	2,400
Springfield.....	Vichy.....	2,400
Vichy.....	St. Peters (INT).....	2,200
St. Peters (INT).....	St. Louis.....	1,700
St. Louis.....	Wood River (INT).....	2,000
Wood River (INT).....	Evansville.....	2,000
Evansville.....	Lexington.....	2,000
Lexington.....	Elmira.....	3,500
Elmira.....	Albany.....	3,500
Albany.....	Greenfield (INT).....	3,000
Greenfield (INT).....	Gardner (INT).....	3,000
Gardner (INT).....	Boston.....	3,000

(12) Red Civil Airway No. 12 (Kansas City, Mo., to Romulus, Mich.)

From—	To—	Altitude
Kansas City.....	Excelsior Springs (INT).....	2,200
Excelsior Springs (INT).....	Kirksville.....	2,300
Kirksville.....	Burlington.....	2,000
Burlington.....	Monmouth (INT).....	2,000
Monmouth (INT).....	Bradford (INT).....	2,100
Bradford (INT).....	Joliet.....	2,000
Joliet.....	Downers Grove (INT).....	2,300
Downers Grove (INT).....	Chicago.....	2,300
Chicago.....	South Bend.....	2,300
South Bend.....	Union (INT).....	2,000
Union (INT).....	Bridgewater (INT).....	2,400
Bridgewater (INT).....	Romulus.....	2,000

(13) Red Civil Airway No. 13 (Sunbury, Pa., to Franklin, Mass.)

From—	To—	Altitude
Sunbury.....	Wilkes-Barre.....	4,000
Wilkes-Barre.....	New Hackensack.....	3,500
New Hackensack.....	Hartford.....	3,000
Hartford.....	Moosup (INT).....	2,000
Moosup (INT).....	Providence.....	1,600
Providence.....	Franklin (INT).....	1,500

(14) Red Civil Airway No. 14 (Lone Rock, Wis., to Louisville, Ky.)

From—	To—	Altitude
Lone Rock.....	Rockford.....	2,800
Rockford.....	Joliet.....	2,100
Chicago.....	Lansing (INT).....	2,000
Lansing (INT).....	Lafayette (INT).....	1,800
Lafayette (INT).....	Indianapolis.....	2,100
Indianapolis.....	Louisville.....	2,200

(15) Red Civil Airway No. 15 (Gila Bend, Ariz., to Prescott, Ariz.)

From—	To—	Altitude
Gila Bend.....	White Tank.....	5,000
Phoenix.....	Prescott.....	10,000

(16) Red Civil Airway No. 16 (Augusta, Ga., to Florence, S. C.)

From—	To—	Altitude
Augusta.....	Columbia.....	1,600
Columbia.....	Florence.....	1,500

(17) Red Civil Airway No. 17 (Fort Wayne, Ind., to Baltimore, Md.)

From—	To—	Altitude
Fort Wayne.....	Findlay.....	2,100
Findlay.....	Hayesville.....	2,500
Hayesville.....	Pittsburgh.....	2,500
Martinsburg.....	Libson (INT).....	3,000
Libson (INT).....	Relay (INT).....	3,000
Relay (INT).....	Baltimore.....	1,500

(18) Red Civil Airway No. 18 (Greenfield, Ind., to Herndon, Va.)

From—	To—	Altitude
Greenfield (INT).....	Cincinnati.....	2,300
Cincinnati.....	Huntington.....	2,300
Huntington.....	Charleston.....	2,500
Charleston.....	Elkins.....	5,700
Elkins.....	Petersburg (INT).....	6,800
Petersburg (INT).....	Front Royal.....	5,300
Front Royal.....	Herndon (INT).....	4,200

(19) Red Civil Airway No. 19 (Grand Rapids, Mich., to Petersburg, W. Va.)

From—	To—	Altitude
Grand Rapids.....	Goshen.....	2,100
Goshen.....	Fort Wayne.....	2,300
Fort Wayne.....	Dayton.....	2,200
Wellsburg (INT).....	Morgantown.....	3,000
Morgantown.....	Petersburg (INT).....	6,000

(20) Red Civil Airway No. 20 (Lansing, Mich., to Chincoteague, Va.)

From—	To—	Altitude
Lansing.....	Flint.....	2,300
Flint.....	Windsor.....	2,300
Windsor.....	Cleveland.....	1,900
Cleveland.....	Akron.....	2,700
Akron.....	Wellsburg.....	2,400
Pittsburgh.....	Mt. Pleasant (INT) (Eastbound).....	4,500
Mt. Pleasant (INT).....	Pittsburgh (Westbound).....	2,500
Mount Pleasant (INT).....	Flintstone (INT).....	4,500
Flintstone (INT).....	Martinsburg.....	4,000
Martinsburg.....	Herndon (INT).....	3,000
Herndon (INT).....	Washington.....	1,800
Washington.....	Brandywine (INT).....	1,500
Brandywine (INT).....	Huntingtown (INT).....	1,500
Huntingtown (INT).....	Meekins Neck (INT).....	1,500
Meekins Neck (INT).....	Chincoteague (INT).....	1,500

(21) Red Civil Airway No. 21 (Lansing, Mich., to Newark, N. J.)

From—	To—	Altitude
Lansing.....	Saline (INT).....	2,200
Romulus.....	Sandusky.....	2,300
Sandusky.....	Vermilion (INT).....	1,900
Vermilion (INT).....	Akron.....	2,500
Akron.....	E. Liverpool (INT).....	2,500
E. Liverpool (INT).....	Pittsburgh.....	2,500
Pittsburgh.....	New Alexandria (INT) (Eastbound).....	4,500
New Alexandria (INT).....	Pittsburgh (Westbound).....	2,500
New Alexandria (INT).....	N. Altoona (INT).....	4,500
N. Altoona (INT).....	Sunbury.....	4,500
Belfast (INT).....	Newark.....	2,700

(22) Red Civil Airway No. 22 (Canadian Boundary to Buffalo, N. Y.)

From—	To—	Altitude
Canadian Boundary.....	Buffalo.....	2,100

(23) Red Civil Airway No. 23 (Canadian Boundary to St. James, N. Y.)

From—	To—	Altitude
Canadian Boundary.....	Buffalo.....	1,000
Buffalo.....	Elmira.....	3,500
Elmira.....	Branchville (INT).....	3,500
Branchville (INT).....	Patterson (INT).....	3,000
Patterson (INT).....	LaGuardia.....	1,700
LaGuardia.....	St. James (INT).....	1,500

(24) Red Civil Airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.)

From—	To—	Altitude
Amarillo.....	Southeast Leg Gage.....	4,700
Southeast Leg Gage.....	Oklahoma City.....	3,000

(25) Red Civil Airway No. 25 (Drifton, Fla., to Miami, Fla.)

From—	To—	Altitude
Drifton (INT).....	Cross City.....	1,200
Cross City.....	Tidewater (INT).....	1,200
Tidewater (INT).....	Tampa.....	1,300
Tampa.....	Fort Myers.....	1,300
Fort Myers.....	Tamiami (INT).....	1,200
Tamiami (INT).....	Miami.....	1,400

(26) Red Civil Airway No. 26 (Syracuse, N. Y., to Slatington, Pa.)

From—	To—	Altitude
Syracuse.....	Slatington (INT).....	3,000

(27) Red Civil Airway No. 27 (Knoxville, Tenn., to Willow Run, Mich.)

From—	To—	Altitude
Knoxville.....	Corbin (VHF).....	3,000
Corbin (VHF).....	Lexington (VHF).....	3,100
Lexington (VHF).....	Cincinnati.....	3,100
Mount Healthy (INT).....	Dayton.....	2,200
Dayton.....	Troy (INT).....	2,100
Troy (INT).....	Findlay.....	2,100
Findlay.....	Toledo.....	2,000
Toledo.....	Willow Run (INT).....	2,000

(28) Red Civil Airway No. 28 (Rockford, Ill., to Grand Rapids, Mich.)

From—	To—	Altitude
Rockford.....	Wauconda (INT).....	2,500
Chicago.....	Benton Harbor (INT).....	2,500
Benton Harbor (INT).....	Bangor (FM).....	1,800
Bangor (FM).....	Grand Rapids.....	1,000

(29) Red Civil Airway No. 29 (Huntingtown, Md., to West Henrietta, N. Y.)

From—	To—	Altitude
Huntingtown (INT).....	Baltimore.....	1,70
Baltimore.....	Loch Raven (INT).....	1,60
Loch Raven (INT).....	Seven Valleys (INT).....	2,00
Seven Valleys (INT).....	Harrisburg.....	2,70
Harrisburg.....	Sunbury.....	3,00
Sunbury.....	Williamsport.....	3,50
Williamsport.....	Wellsburg (INT).....	4,00
Mount Morris (INT).....	West Henrietta (INT).....	2,40

(30) Red Civil Airway No. 30 (Mobile, Ala., to Jacksonville, Fla.)

From—	To—	Altitude
Mobile.....	Molino (INT).....	1,40
Molino (INT).....	Crestview.....	1,200
Crestview.....	Tallahassee.....	1,400
Tallahassee.....	Drifton (INT).....	1,400
Drifton (INT).....	Jacksonville.....	1,200

(31) Red Civil Airway No. 31 (Egbert, Wyo., to Hamel, Minn.)

From—	To—	Altitude
Egbert (INT).....	Scottsbluff.....	0,100
Scottsbluff.....	Hemingford (INT).....	5,500
Hemingford (INT).....	Rapid City.....	5,500
Rapid City.....	Pierre.....	4,400
Pierre.....	Int. E. leg Pierre and SW leg Huron.....	3,300
Int. E. leg Pierre and SW leg Huron.....	Huron.....	2,500
Huron.....	Watertown.....	2,800
Watertown.....	Willmar.....	3,200
Willmar.....	Hamel (INT).....	2,300

(32) Red Civil Airway No. 32 (Laredo, Tex., to Arcola, Tex.)

From—	To—	Altitude
Laredo.....	San Antonio.....	2,000
Austin.....	Richmond.....	1,900
Richmond.....	Arcola (FAT).....	1,500

(33) Red Civil Airway No. 33 (Richmond, Va., to Stewart, N. Y.).

From—	To—	Altitude
Richmond.....	Gordonsville.....	3,000
Gordonsville.....	Remington (INT).....	3,000
Remington (INT).....	Arcola.....	2,400
Arcola.....	Lisbon (INT).....	2,000
Lisbon (INT).....	New Freedom (INT).....	2,000
Seven Valleys (INT).....	Lancaster (INT).....	2,000
Lancaster (INT).....	Allentown.....	2,000
Allentown.....	Bellast (INT).....	2,700
Bellast (INT).....	Branchville (INT).....	2,700
Branchville (INT).....	Stewart.....	3,000

(34) Red Civil Airway No. 34 (Pulaski, Va., to Raleigh, N. C.)

From—	To—	Altitude
Pulaski.....	Greensboro.....	7,000
Greensboro.....	Raleigh.....	2,400

(35) Red Civil Airway No. 35 (Pueblo, Colo., to Wichita, Kans.)

From—	To—	Altitude
Pueblo.....	La Junta.....	6,000
La Junta.....	Garden City.....	5,000
Garden City.....	Hutchinson.....	4,000
Hutchinson.....	Newton (INT).....	2,700
Newton (INT).....	Wichita.....	2,800

(36) Red Civil Airway No. 36 (Rochester, Minn., to La Crosse, Wis.).

From—	To—	Altitude
Rochester.....	La Crosse.....	2,500

(37) Red Civil Airway No. 37 (Edgewood, Tex., to McLean, Va.)

From—	To—	Altitude
Edgewood (INT).....	Tyler.....	1,600
Tyler.....	Hawkins (INT).....	1,600
Prescott (INT).....	Little Rock.....	1,700
Little Rock.....	Stuttgart.....	1,500
Stuttgart.....	Aubry (INT).....	1,500
Roanoke.....	Lynchburg.....	5,000
Lynchburg.....	Gordonsville.....	5,000
Summit (INT).....	Quantico.....	1,500
Quantico.....	McLean (INT).....	1,500

(38) Red Civil Airway No. 38 (Tankersly, Tex., to C-B Ranch, Tex.).

From—	To—	Altitude
Tankersly (INT).....	Goodfellow.....	3,500
Goodfellow.....	C-B Ranch (INT).....	3,500

(39) to (43) [Unassigned.]

(44) Red Civil Airway No. 44 (Bellingham, Wash., to Princeton, British Columbia)

From—	To—	Altitude
Bellingham.....	Princeton.....	10,000

(45) Red Civil Airway No. 45 (Washington, D. C., to Lancaster, Pa.).

From—	To—	Altitude
Washington.....	Baltimore.....	1,500
Baltimore.....	Lech Raven (INT).....	1,600
Lech Raven (INT).....	Lancaster (INT).....	2,000

(46) Red Civil Airway No. 46 (Aberdeen, S. Dak., to Watertown, S. Dak.).

From—	To—	Altitude
Aberdeen.....	Watertown.....	3,000

(47) Red Civil Airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.).

From—	To—	Altitude
Tampa.....	Orlando.....	1,500
Orlando.....	Daytona Beach.....	1,500

(48) Red Civil Airway No. 48 (Helena, Mont., to Livingston, Mont.).

From—	To—	Altitude
Helena.....	Livingston.....	10,000

(49) Red Civil Airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.)

From—	To—	Altitude
Elko.....	Wendover.....	12,500
Wendover.....	Salt Lake City.....	11,000
Salt Lake City.....	Fort Bridger.....	13,000

(50) to (51) [Unassigned.]
(52) Red Civil Airway No. 52 (Memphis, Tenn., to Birmingham, Ala.)

From—	To—	Altitude
Memphis.....	Mobile Sheds.....	2,600
Mobile Sheds.....	Birmingham.....	2,600

(53) Red Civil Airway No. 53 (Joplin, Mo., to Halltown, Mo.).

From—	To—	Altitude
Joplin.....	Halltown (INT).....	2,500

(54) Red Civil Airway No. 54 (Burley, Idaho, to Salt Lake City, Utah).

From—	To—	Altitude
Burley.....	Stravell.....	12,500
Stravell.....	Salt Lake City.....	12,000

(55) Red Civil Airway No. 55 (Burlington, Iowa, to Pontiac, Ill.).

From—	To—	Altitude
Burlington.....	Peoria.....	2,000
Peoria.....	Pontiac (INT).....	2,000

(56) to (58) [Unassigned.]
(59) Red Civil Airway No. 59 (Dundee, Mich., to Canadian Border).

From—	To—	Altitude
Dundee (INT).....	Canadian Border.....	2,300

(60) Red Civil Airway No. 60 (Oakland, Calif., to Peters, Calif.).

From—	To—	Altitude
Oakland.....	Stockton.....	5,000
Stockton.....	Peters (INT).....	2,500

(61) Red Civil Airway No. 61 (Flintstone, Md., to Mount Vernon, Va.).

From—	To—	Altitude
Flintstone (INT).....	Martinsburg.....	4,000
Martinsburg.....	Arcola.....	3,000
Arcola.....	Mount Vernon (INT).....	1,500

(d) Blue civil airways—(1) Blue Civil Airway No. 1 (Pendleton, Oreg., to Spokane, Wash.).

From—	To—	Altitude
Pendleton.....	Walla Walla.....	5,000
Walla Walla.....	Spokane.....	5,000

(2) Blue Civil Airway No. 2 (Birmingham, Ala., to Erie, Pa.).

From—	To—	Altitude
Birmingham.....	Chattanooga.....	4,000
Chattanooga.....	Knoxville.....	3,000
Knoxville.....	Merriamtown.....	5,000
Merriamtown.....	Pittsburgh.....	3,000
Pittsburgh.....	Merco (INT).....	3,000
Merco (INT).....	Erie.....	2,000

(3) Blue Civil Airway No. 3 (Molino, Fla., to Terre Haute, Ind.).

From—	To—	Altitude
Molino (INT).....	Panama.....	1,000
Panama.....	Crestview.....	1,000
Marianna (INT).....	Dathan.....	1,400
Dathan.....	Maxwell.....	1,600
Maxwell.....	Birmingham.....	2,700
Mobile Sheds.....	Nashville.....	2,000
Greenville.....	Evansville.....	2,000
Evansville.....	Terre Haute.....	1,000

(4) Blue Civil Airway No. 4 (Boston, Mass., to Canadian Border)

From—	To—	Altitude
Boston.....	Peabody (INT).....	1,500
Peabody (INT).....	Charter (INT).....	1,500
Charter (INT).....	Concord.....	2,000
Concord.....	Northfield (INT).....	5,000
Northfield (INT).....	Burlington.....	6,000
Burlington.....	Canadian Border.....	1,500

RULES AND REGULATIONS

(5) Blue Civil Airway No. 5 (Galveston, Tex., to Wichita, Kans.)

From—	To—	Altitude
Galveston.....	Houston.....	1,300
Houston.....	Navasota.....	1,600
Navasota.....	Waco.....	1,900
Waco.....	Dallas.....	1,900
Dallas.....	Marietta (FM).....	2,000
Oklahoma City.....	Portland (INT).....	3,000
Portland (INT).....	Wichita.....	2,500

(6) Blue Civil Airway No. 6 (Abilene, Tex., to Muskegon, Mich.)

From—	To—	Altitude
Abilene.....	Wichita Falls.....	3,000
Wichita Falls.....	Washington (INT).....	2,300
Springfield.....	Peoria.....	1,900
Peoria.....	Bradford.....	2,000
South Bend.....	Benton Harbor (INT).....	2,000
Bangor (INT).....	Muskegon.....	1,800

(7) Blue Civil Airway No. 7 (Evergreen, Calif., to Hamilton, Calif.)

From—	To—	Altitude
Evergreen (FM).....	San Francisco.....	6,000
Oakland.....	Richmond (INT).....	3,000
Richmond (INT).....	Hamilton.....	4,000

(8) Blue Civil Airway No. 8 (Fargo, N. Dak., to Pembina, N. Dak.)

From—	To—	Altitude
Fargo.....	Grand Forks.....	2,100
Grand Forks.....	Pembina.....	2,100

(9) Blue Civil Airway No. 9 (Columbia, Mo., to Duluth, Minn.)

From—	To—	Altitude
Columbia.....	Kirkville.....	2,000
Kirkville.....	Humeston (INT).....	2,500
Humeston (INT).....	Des Moines.....	2,500
Des Moines.....	Mason City (INT).....	2,500
Mason City (INT).....	LeRoy (INT).....	2,500
LeRoy (INT).....	Rochester.....	2,500
Rochester.....	Redwing (INT).....	2,400
Minneapolis.....	Duluth.....	2,600

(10) Blue Civil Airway No. 10 (Fresno, Calif., to Williams, Calif.)

From—	To—	Altitude
Fresno.....	Sacramento.....	3,000
Sacramento.....	Williams.....	3,000

(11) Blue Civil Airway No. 11 (Cleveland, Ohio, to Niagara Falls, N. Y.)

From—	To—	Altitude
Cleveland.....	Perry (INT).....	2,500
Perry (INT).....	Kingsville (INT).....	2,000
Kingsville (INT).....	Erie.....	2,200
Erie.....	Dunkirk (INT).....	2,500
Dunkirk (INT).....	Angola (INT).....	2,000
Angola (INT).....	Buffalo.....	2,000
Buffalo.....	Niagara Falls.....	2,000

(12) Blue Civil Airway No. 12 (The Dalles, Oreg., to Ellensburg, Wash.)

From—	To—	Altitude
The Dalles.....	Yakima.....	8,000
Yakima.....	Ellensburg.....	5,000

(13) Blue Civil Airway No. 13 (Houston, Tex., to Kansas City, Mo.)

From—	To—	Altitude
Houston.....	Cleveland (VAR).....	1,600
Cleveland (VAR).....	Joaquin (VAR).....	1,500
Joaquin (VAR).....	Shreveport.....	1,500
Shreveport.....	Texarkana.....	1,700
Texarkana.....	Alma.....	3,800
Alma.....	Neosho (INT).....	3,000
Neosho (INT).....	Joplin.....	2,500
Joplin.....	Kansas City.....	2,500

(14) Blue Civil Airway No. 14 (Mt. Laguna, Calif., to Wheeler Ridge, Calif.)

From—	To—	Altitude
Mt. Laguna.....	Oceanside.....	9,000
Fontana (FM).....	Riverside (Northbound).....	12,000
Riverside.....	Fontana (FM) (Southbound).....	5,000
Fontana (FM).....	Palmdale.....	12,000
Palmdale.....	Wheeler Ridge (INT).....	10,000

(15) Blue Civil Airway No. 15 (Newark, Ohio, to Erie, Pa.)

From—	To—	Altitude
Newark (INT).....	Akron.....	2,400
Akron.....	Parkman (INT).....	2,500
Parkman (INT).....	N. Springfield (INT).....	2,400
N. Springfield (INT).....	Erie.....	2,200

(16) Blue Civil Airway No. 16 (Dillon, Mont., to Garrison, Mont.)

From—	To—	Altitude
Dillon.....	Butte.....	11,500
Butte.....	Garrison (INT).....	9,000

(17) Blue Civil Airway No. 17 (Umcolecus Pond, Maine, to Presque Isle, Maine.)

From—	To—	Altitude
Umcolecus Pond (INT).....	Houlton.....	2,500
Houlton.....	Maple Grove (INT).....	3,000
Maple Grove (INT).....	Presque Isle.....	2,000

(18) Blue Civil Airway No. 18 (Freehold, N. J., to Burlington, Vt.)

From—	To—	Altitude
Freehold (INT).....	Idlewild.....	1,500
Idlewild.....	Great Neck (INT).....	1,500
Great Neck (INT).....	La Guardia.....	1,500
Patterson.....	New Hackensack.....	3,000
New Hackensack.....	Coxsackie (FM).....	5,000
Coxsackie (FM).....	Albany (Northbound).....	2,200
Albany.....	Coxsackie (FM) (Southbound).....	5,000
Do.....	Burlington.....	4,000

(19) Blue Civil Airway No. 19 (Melbourne, Fla., to Orlando, Fla.)

From—	To—	Altitude
Melbourne.....	Orlando.....	1,500

(20) Blue Civil Airway No. 20 (Millville, N. J., to Allentown, Pa.)

From—	To—	Altitude
Millville.....	Boothwyn (INT).....	1,500
Philadelphia.....	Allentown.....	2,500

(21) Blue Civil Airway No. 21 (E. Liverpool, Ohio, to Kingsville, Ohio)

From—	To—	Altitude
East Liverpool (INT).....	Youngstown.....	2,000
Youngstown.....	Kingsville (INT).....	2,000

(22) Blue Civil Airway No. 22 (Altzheimer, Ark., to Portland, Kans.)

From—	To—	Altitude
Altzheimer (INT).....	Little Rock.....	1,300
Little Rock.....	Alma.....	3,800
Alma.....	Tulsa.....	3,000
Tulsa.....	Portland (INT).....	2,300

(23) Blue Civil Airway No. 23 (Wixom, Mich., to Flint, Mich.)

From—	To—	Altitude
Wixom (FM).....	Flint.....	2,200

(24) to (27) [Unassigned.]
(28) Blue Civil Airway No. 28 (Charleston, S. C., to Columbia, S. C.)

From—	To—	Altitude
Charleston.....	Columbia.....	1,600

(29) [Unassigned.]
(30) Blue Civil Airway No. 30 (Alamo, Tex., to Big Spring, Tex.)

From—	To—	Altitude
Alamo.....	Medina (INT).....	2,700
Medina (INT).....	C-B Ranch (INT).....	3,500
C-B Ranch (INT).....	Big Spring.....	4,000

(31) Blue Civil Airway No. 31 (Monmouth, Ill., to Moline, Ill.)

From—	To—	Altitude
Monmouth (INT).....	Moline.....	2,000

(32) Blue Civil Airway No. 32 (Seattle, Wash., to Victoria, British Columbia)

From—	To—	Altitude
Seattle.....	Port Gamble (INT).....	2,000
Port Gamble (INT).....	Dungeness (INT).....	5,000
Dungeness (INT).....	Victoria.....	2,000

(33) *Blue Civil Airway No. 33 (Fort Wayne, Ind., to Archbold, Ohio).*

From—	To—	Altitude
Fort Wayne.....	Archbold.....	2,300

(34) [Unassigned.]

(35) *Blue Civil Airway No. 35 (Brookfield, Mo., to Humeston, Mo.).*

From—	To—	Altitude
Brookfield (INT).....	Humeston (INT).....	2,500

(36) *Blue Civil Airway No. 36 (Akron, Colo., to North Platte, Nebr.).*

From—	To—	Altitude
Akron.....	North Platte.....	5,500

(37) *Blue Civil Airway No. 37 (Casper Wyo., to Wright, Wyo.).*

From—	To—	Altitude
Casper.....	Wright (INT).....	7,500

(38) [Unassigned.]

(39) *Blue Civil Airway No. 39 (Tri City, Tenn., to South Onondaga, N. Y.).*

From—	To—	Altitude
Tri City.....	Painesville.....	6,500
Painesville.....	Charleston.....	5,000
Sutton (INT).....	Morgantown.....	4,000
Morgantown.....	Mt. Pleasant (INT).....	4,000
North Altoona (INT).....	Phillipsburg.....	4,500
Phillipsburg.....	Elmira.....	4,500
Elmira.....	South Onondaga (INT).....	3,500

(40) *Blue Civil Airway No. 40 (Concord, N. H., to Burlington, Vt.).*

From—	To—	Altitude
Concord.....	Lebanon.....	5,000
Lebanon.....	Montpelier.....	4,500
Montpelier.....	Burlington.....	6,000

(41) *Blue Civil Airway No. 41 (Port Chester N. Y., to Topsfield, Maine).*

From—	To—	Altitude
Port Chester (INT).....	Bridgeport.....	1,500
Bridgeport.....	Hartford.....	2,000
Hartford.....	Westfield.....	2,500
Concord.....	Portland.....	2,500
Bangor.....	Topsfield (INT).....	2,500

(42) *Blue Civil Airway No. 42 (Burr Oak, Mich., to Battle Creek, Mich.).*

From—	To—	Altitude
Burr Oak (INT).....	Battle Creek.....	2,100

(43) *Blue Civil Airway No. 43 (Garden City, Ala., to Walter Hill, Tenn.).*

From—	To—	Altitude
Garden City (INT).....	Walter Hill (F25).....	2,400

(44) *Blue Civil Airway No. 44 (Advance, Mo., to Fort Wayne, Ind.).*

From—	To—	Altitude
Advance.....	Paducah.....	2,000
Paducah.....	Evansville.....	2,000
Indianapolis.....	Fort Wayne.....	2,400

(45) *Blue Civil Airway No. 45 (St. Martinville, La., to Baton Rouge, La.).*

From—	To—	Altitude
St. Martinville (INT).....	Baton Rouge.....	1,500

(46) *Blue Civil Airway No. 46 (Wheeler Ridge, Calif., to Morgan Hill, Calif.).*

From—	To—	Altitude
Wheeler Ridge (INT).....	Morgan Hill (INT).....	7,000

(47) *Blue Civil Airway No. 47 (Flintstone, Md., to North Altoona, Pa.).*

From—	To—	Altitude
Flintstone (INT).....	Altoona.....	4,500
Altoona.....	North Altoona (INT).....	4,500

(e) *Direct routes—(1) Northeast United States (east of longitude 97°, north of latitude 38°)*

From—	To—	Altitude
New York, N. Y.....	New Haven, Conn. N. Y.....	2,800
Do.....	Boston, Mass.....	2,000
Providence, R. I.....	New Bedford, Mass.....	1,500
Topsfield (INT), Maine.....	Houlton, Maine.....	2,000
Bangor, Maine.....	Billsville, Canada.....	2,000
Boston, Mass.....	Hypack, Mass.....	1,500
New Bedford, Mass.....	do.....	1,500
Syracuse, N. Y.....	Henderson Bay (INT), N. Y.....	2,000
Henderson Bay (INT), N. Y.....	Watertown (VAR), N. Y.....	2,000
Watertown (VAR), N. Y.....	Ogdensburg (INT), N. Y.....	3,000
Ogdensburg (INT), N. Y.....	Massena (VAR), N. Y.....	3,000
Massena (VAR), N. Y.....	Canadian Border (St. Remi) (INT), (Ottawa) Canadian Border (Smith Falls) (INT).....	2,000
Watertown (VAR), N. Y.....	Canadian Border (Ottawa) (INT).....	2,000
Massena (VAR), N. Y.....	Canadian Border (Ottawa) (INT).....	2,000
Blackstone, Va.....	Washington, D. C.....	1,500
Bradley Field, Conn.....	Woodstock (INT), Conn.....	2,000
Millville, N. J.....	Atlantic City, N. J.....	1,500
Forked River (INT), N. J.....	do.....	1,500
Norfolk, Va.....	Philadelphia, Pa.....	1,500
Pittsburgh, Pa.....	Charleston, W. Va.....	3,000
Morgantown, W. Va.....	do.....	3,000
Hudson (F20), Va.....	Bellsville (F20), Md.....	1,500
Dundee (INT), Mich.....	Archbold (INT), Ohio.....	2,000
Little Rock, Ark.....	St. Louis, Mo.....	3,000
Beanoke, W. Va.....	Elkins, W. Va.....	7,000
Joliet, Ill.....	Peoria, Ill.....	2,000
Battle Creek, Mich.....	Willow Run, Mich.....	2,000
Highland (INT), Mich.....	Windsor, Ontario, Canada.....	2,000
Greenfield (F20), Ind.....	Advance (F20), Ind.....	2,400
Indianapolis, Ind.....	Evansville, Ind.....	2,000

From—	To—	Altitude
South Bend, Ind.....	Goshen, Ind.....	2,100
Goshen, Ind.....	Findlay, Ohio.....	2,100
Sault Ste. Marie, Mich.....	Traverse City, Mich.....	2,500
Traverse City, Mich.....	Grand Rapids, Mich.....	3,000
do.....	Saginaw, Mich.....	2,500
Saginaw, Mich.....	Flint, Mich.....	2,000
South Bend, Ind.....	North Liberty (INT), Ind.....	2,000
Muskegon, Mich.....	Indian Harbor (INT), Mich.....	1,800
Melroe, Ill.....	Midwaukee, Wis.....	2,500
Midwaukee, Wis.....	South Bend, Ind.....	2,500
South Bend, Ind.....	Goshen, Ind.....	2,100
Lebo, Kans.....	Topeka, Kans.....	2,400
Topeka, Kans.....	St. Joseph, Mo.....	2,500
Rockstar, Minn.....	Minneapolis, Minn.....	2,500
Macon City, Iowa.....	Rockstar, Minn.....	2,500
do.....	Minneapolis, Minn.....	2,500
Omaha, Neb.....	do.....	2,500
Sioux City, Iowa.....	do.....	3,000
Des Moines, Iowa.....	Sioux City, Iowa.....	2,500
Ottumwa, Iowa.....	Des Moines, Iowa.....	2,500
St. Louis, Mo.....	Ottumwa, Iowa.....	2,500
New Florence, Mo.....	Kirksville, Mo.....	2,000
Kansas City, Mo.....	Des Moines, Iowa.....	2,500
St. Peters (F20), Mo.....	Jacksonville (F20), Ill.....	2,000

(2) *Southeast United States (east of longitude 97°, south of latitude 38°)*

From—	To—	Altitude
Chattanooga, Tenn.....	Lexington, Ky.....	4,500
Dallas, Tex.....	Houston, Tex.....	1,500
do.....	Tulsa, Okla.....	2,500
Walnut Ridge, Ark.....	do.....	3,400
Lynchburg, Va.....	Richmond, Va.....	3,000
Norfolk, Va.....	Washington, D. C.....	1,500
Blackstone, Va.....	do.....	1,500
Montgomery, Ala.....	Birmingham, Ala.....	2,500
Charleston, S. C.....	Lumberton, N. C.....	1,500
Orlando, Fla.....	Jacksonville, Fla.....	1,500
Jacksonville, Fla.....	Charleston, S. C.....	1,500
Raleigh, N. C.....	Blackstone, Va.....	1,500
Craig City, Fla.....	Altamonte, Ga.....	1,500
Tallahassee, Fla.....	do.....	1,500
Albany, Ga.....	Atlanta, Ga.....	2,500
Birmingham, Ala.....	Mobile, Ala.....	2,500
do.....	Memphis, Tenn.....	2,500
Savannah, Ga.....	Columbia, S. C.....	1,500
Columbia, S. C.....	Charlotte, N. C.....	2,500
do.....	Greensboro, N. C.....	2,500
Greensboro, N. C.....	Roanoke, Va.....	6,000
Roanoke, Va.....	Richmond, Va.....	7,000
Columbia, S. C.....	Atlanta, Ga.....	2,500
Savannah, Ga.....	Augusta, Ga.....	1,500
do.....	Macon, Ga.....	1,500
Augusta, Ga.....	Atlanta, Ga.....	2,500
Atlanta, Ga.....	Columbus, Ga.....	2,500
Columbus, Ga.....	Montgomery, Ala.....	1,500
Montgomery, Ala.....	Meridian, Miss.....	1,500
Meridian, Miss.....	Charleston, S. C.....	1,500
Charleston, S. C.....	Norfolk, Va.....	1,500
Norfolk, Va.....	Philadelphia, Pa.....	1,500
Key West, Fla.....	Tampa, Fla.....	1,500
Tampa, Fla.....	New Orleans, La.....	1,500
Miami, Fla.....	Tampa, Fla.....	1,500
Tampa, Fla.....	Jacksonville, Fla.....	1,500
Norfolk, Va.....	Raleigh, N. C.....	1,500
Rocky Mount, N. C.....	do.....	1,500
Richmond, Va.....	Rocky Mount, N. C.....	1,500
Chattanooga, Tenn.....	Harvest, Ala.....	4,000
Harvest, Ala.....	Mobile, Ala.....	2,500
Spartanburg, S. C.....	Chattanooga, Tenn.....	7,500
do.....	Hendersonville (INT), N. C.....	6,000
Hendersonville (INT), N. C.....	Morgantown (INT), Tenn.....	8,000
Knoxville, Tenn.....	Chattanooga, Tenn.....	4,500
Chattanooga, Tenn.....	Birmingham, Ala.....	4,000
Walnut Ridge, Ark.....	Kennett (INT), Ark.....	2,500
Kennett (INT), Ark.....	Paris (North leg JE), Tenn.....	2,500
Paris, Tenn.....	Nashville, Tenn.....	2,500
Atlanta, Ga.....	Knoxville, Tenn.....	7,000
Lexington, Ky.....	do.....	7,000
Nashville, Tenn.....	Bear Gap, Ky.....	2,100
Memphis, Tenn.....	Dyersburg, Tenn.....	1,500
Dyersburg, Tenn.....	Paducah, Ky.....	1,500
Birmingham, Ala.....	Jackson, Miss (West-bound).....	2,000
Jackson, Miss.....	Birmingham, Ala.....	2,000
Texarkana, Ark.....	Shreveport, La.....	1,500
Shreveport, La.....	Alexandria, La.....	1,500
Alexandria, La.....	Baton Rouge, La.....	1,500
Baton Rouge, La.....	New Orleans, La.....	1,500
Arcadia, La.....	Memphis, Tenn.....	1,500
Memphis, Tenn.....	Int. N. leg Stuttgart, Ark.....	1,500
North leg Stuttgart, Ark.....	Little Rock, Ark.....	1,500
Shreveport, La.....	Proctor, Ark. (INT).....	1,500
do.....	El Dorado (VAR), Ark.....	1,500

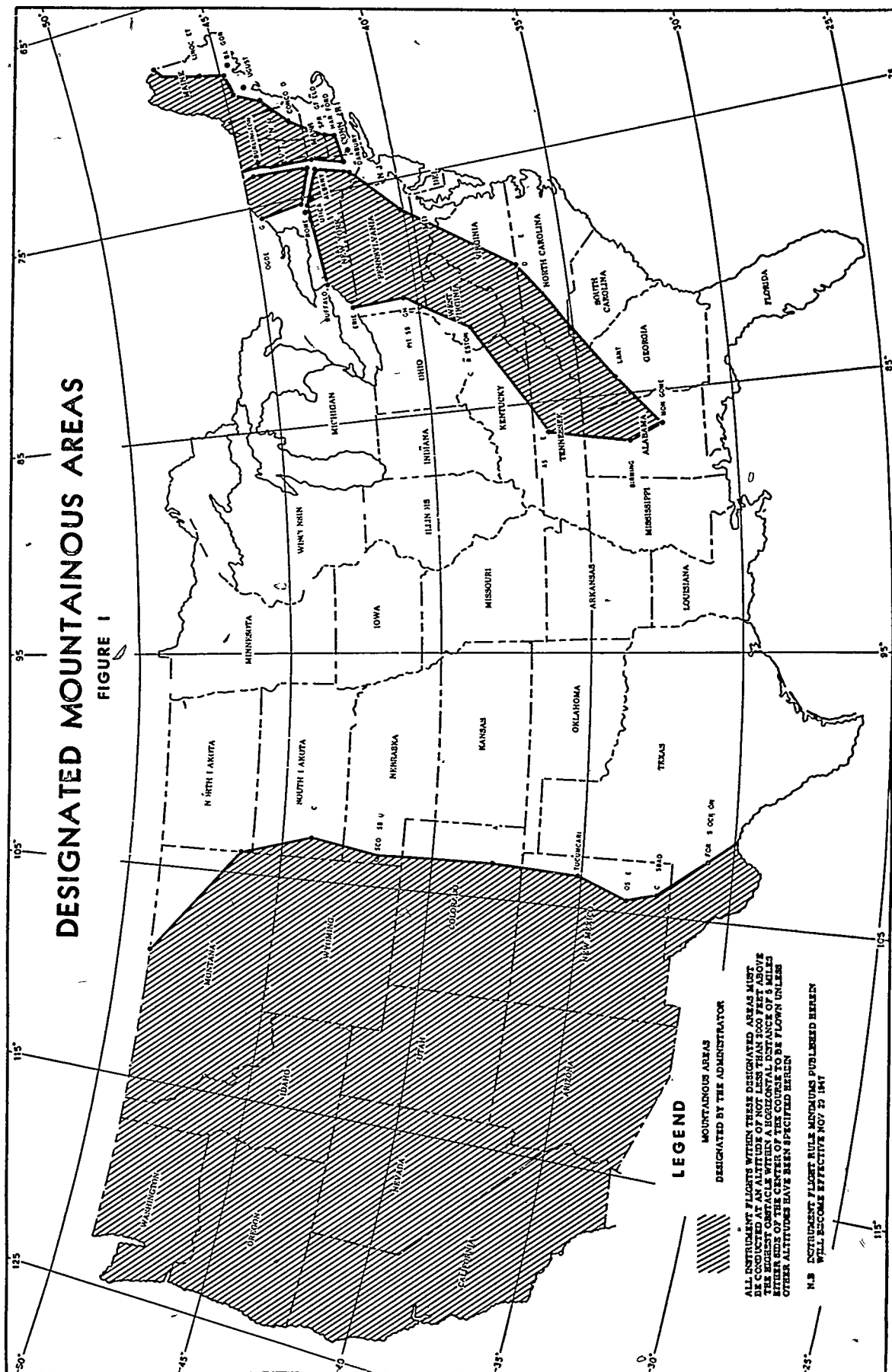


FIGURE 1

From—	To—	Altitude
El Dorado (VAR), Ark.	Little Rock, Ark.	1,703
Houston, Tex.	Yokum, Tex.	1,500
Little Rock, Ark.	Walnut Ridge, Ark.	1,700
Walnut Ridge, Ark.	Greenville (INT), Mo.	1,700
Little Rock, Ark.	St. Louis, Mo.	3,000
Tyler, Tex.	Houston, Tex.	1,600
Do.	Shreveport, La.	1,600
Do.	Dallas, Tex.	2,000

(3) Southwest United States (west of longitude 97° south of latitude 40°)

From—	To—	Altitude
Austin, Tex.	Goodfellow, Tex.	3,500
Goodfellow, Tex.	Midland, Tex.	4,300
Midland, Tex.	Lubbock, Tex.	4,500
Lubbock, Tex.	Amarillo, Tex.	5,000
Wichita Falls, Tex.	Lubbock, Tex.	5,000
Lubbock, Tex.	Hobbs, N. M.	5,000
Hobbs, N. M.	Carlsbad, N. M.	5,000
Carlsbad, N. M.	Roswell, N. M.	5,000
Hobbs, N. M.	Wink, Tex.	5,000
Do.	Midland, Tex.	5,000
Do.	Roswell, N. M.	5,000
Roswell, N. Mex.	Albuquerque, N. Mex.	12,000
Lubbock, Tex.	Big Spring, Tex.	4,500
Do.	Abilene, Tex.	4,500
Dallas, Tex.	South Fort Worth (INT), Tex.	2,000
South Fort Worth (INT), Tex.	Gordon (INT), Tex.	2,500
Gordon (INT), Tex.	Strawn (INT), Tex.	2,500
Newalla (FM), Okla.	Washington (FM), Okla.	2,500
Hutchinson, Kans.	Salina, Kans.	3,000
Mexican Border	Alice, Tex.	2,000
Alice, Tex.	Austin, Tex.	3,000
Houston, Tex.	Yokum, Tex.	1,500
Yokum, Tex.	San Antonio, Tex.	2,200
Wichita, Kans.	Ponca City, Okla.	2,500
Ponca City, Okla.	Oklahoma City, Okla.	3,100
Brownsville, Tex.	Moore (INT), Tex.	1,500
Moore (INT), Tex.	Laredo, Tex.	1,700
San Antonio, Tex.	Corpus Christi, Tex.	2,200
Paso Robles, Cal.	Hollister (INT), Cal.	6,000
Hollister (INT) Calif.	Evergreen (FM), Calif.	6,000
Salinas, Calif.	Hollister (INT), Calif.	6,000
Oakland, Calif.	Modesto, Calif.	5,000
Boulder City, Nev.	Winslow, Ariz.	14,500
Thurman (VAR) Colo.	Akron, Colo.	6,000
Denver, Colo.	Thurman (VAR), Colo.	6,000
Thurman (VAR) Colo.	Goodland (VAR), Kans.	6,000
Goodland (VAR) Kans.	Hill City (VAR), Kans.	6,000
Hill City (VAR), Kans.	Waldo (VAR), Kans.	4,000
Waldo (VAR), Kans.	Salina (VAR), Kans.	3,000
Salina (VAR), Kans.	Topeka (VAR), Kans.	3,000
Phoenix, Ariz.	Safford, Ariz.	12,500
Safford, Ariz.	Mt. Riley (INT), N. Mex.	12,500
Indio (INT), Calif.	Prescott, Ariz.	10,000
El Centro, Calif.	Indio, Calif.	9,000
Indio, Calif.	Indio (INT), Calif.	13,000
El Centro, Calif.	Phoenix, Ariz.	6,000
Silver Lake (INT), Calif.	South leg Needles, Calif.	9,000
South leg Needles, Calif.	Phoenix, Ariz.	7,000
Blythe, Calif.	Gila Bend, Ariz.	7,000
Tucson, Ariz.	Douglas, Ariz.	10,000
Douglas, Ariz.	Rodeo, N. Mex.	11,000

(4) Northwest United States (west of longitude 97° north of latitude 40°).

From—	To—	Altitude
Pendleton, Oreg.	Yakima, Wash.	6,000
Burley, Idaho.	Pocatello, Idaho.	7,000
Elko, Nev.	Int. southwest leg Burley, Idaho.	12,000
Int. northeast leg Elko, Nev.	Burley, Idaho.	12,000
Lucin, Utah.	Goose Creek (INT), Idaho.	12,000
Goose Creek (INT), Idaho.	Burley, Idaho.	12,000
Klamath Falls, Oreg.	Ashland (INT), Oreg.	10,000
Rock Springs, Wyo.	Kemmerer, Wyo.	12,000

§ 610.3 *IFR altitude minimums over mapped areas.* Except when necessary for taking off or landing, no person shall operate an aircraft in accordance with

IFR along any route, or portion thereof, which is not listed in § 610.2 and which is within those mountainous areas shown on the map designated as figure No. 1, at an altitude of less than 2,000 feet above the highest obstacle within a horizontal distance of 5 miles on either side of the center of the course to be flown.

§ 610.4 *IFR altitude minimums generally.* Except when necessary for taking off or landing, no person shall operate an aircraft in accordance with IFR along any route for which the Administrator has not established a minimum in §§ 610.2 or 610.3, at an altitude of less than 1,000 feet above the highest obstacle within a horizontal radius of 5 miles from the aircraft.

This part shall become effective November 24, 1947.

[SEAL] T. P. WRIGHT,
Administrator of Civil Aeronautics.

[F. R. Doc. 47-10184; Filed, Nov. 18, 1947; 8:47 a. m.]

TITLE 24—HOUSING CREDIT

Chapter VI—Public Housing Administration

PART 603—FINAL DELEGATIONS OF AUTHORITY

DELEGATIONS TO REGIONAL OFFICE OFFICIALS; INTERIM DELEGATIONS OF AUTHORITY

1. Section 603.2 (a) (11 F. R. 177A-901), *Delegations of authority to Regional Directors*, is hereby amended, effective November 1, 1947, in the following particulars:

a. Subparagraph (1) (xxviii) (c) (12 F. R. 5553) which relates to the delegation of authority to Regional Directors in connection with the management of Public Conversion Projects, is amended to read as follows:

(c) To modify or extend and to sell or otherwise dispose of any or all leases.

b. Subparagraph (2) (11 F. R. 177A-903) which provides for the delegation of authority to Regional Directors in matters pertaining to the disposition of projects undertaken pursuant to the provisions of the Lanham Act as amended, PL-781 (76th Congress) or PL-9, 73,353 (77th Cong.), is amended by adding thereto subdivisions (v) and (vi), as follows:

(v) To approve sale plans, sale prices and sales of (a) temporary dwelling structures; (b) non-dwelling structures, utilities and other non-dwelling facilities in temporary and demountable projects; and (c) demountable dwelling units to be sold off-site.

(vi) To approve lease settlements with owners of land leased to the PHA.

(50 Stat. 888, 54 Stat. 1125; 42 U. S. C. 1401, 1521)

2. Section 603.5 (12 F. R. 5947), *Interim delegations of authority*, is amended to read as follows:

§ 603.5 *Interim delegations of authority.* The administration of the Public Housing Administration program in each region is performed by a Regional

Director who is assisted by an Assistant Regional Director for Program Operations, an Assistant Regional Director for Administration, and the Directors of the several Area Offices. Until further notice, the Authority previously delegated to be exercised within a particular geographical area by a Regional Director, his Deputy, Assistants, or Comptroller, with respect to the execution of deeds, contracts, agreements, grants, leases, and any other instruments or documents necessary to the proper administration of the PHA program, may be exercised within each area by the Regional Director, the Assistant Regional Directors, or the Area Director having jurisdiction over the area: *Provided, however*, That authority is delegated to each Area Director to approve lease settlements with owners of land leased to the PHA and; *Provided further*, That authority is delegated to each Area Director, in respect to public conversion properties within his area, to modify or extend leases and to sell leases where the combined net recovery from operations and sale of the leasehold exceeds 40 percent of the full conversion cost; or to sell, cancel or otherwise dispose of other leases in connection with the Conversion Management Program when approved by the Regional Director. Any instrument executed by any official pursuant to this paragraph shall be conclusive evidence of the authority of such officer to execute such instrument and of compliance with any conditions precedent to the exercise of his authority.

(50 Stat. 888, 54 Stat. 1125; 42 U. S. C. 1401, 1521)

Approved: November 12, 1947.

D. S. MYER,
Commissioner.

[F. R. Doc. 47-10183; Filed, Nov. 18, 1947; 8:47 a. m.]

TITLE 26—INTERNAL REVENUE

Chapter I—Bureau of Internal Revenue, Department of the Treasury

Subchapter E—Administrative Provisions Common to Various Taxes

[T. D. 5391]

PART 458—INSPECTION OF RETURNS

PUBLIC DECISIONS IN RESPECT OF OVER-ASSESSMENTS OF INCOME, PROFITS, ESTATE AND GIFT TAXES ALLOWED IN EXCESS OF \$20,000

(a) Pursuant to the provisions of section 55 (a) of the Internal Revenue Code (53 Stat. 29; 26 U. S. C. 55 (a)) section 257 (a) of the Revenue Act of 1926; section 55 of the Revenue Act of 1928; section 55 of the Revenue Act of 1932, as amended by section 218 (h) of the National Industrial Recovery Act; section 55 (a) of the Revenue Acts of 1934, 1936 and 1938 (44 Stat. 51; 45 Stat. 803; 47 Stat. 189; 48 Stat. 203, 698; 49 Stat. 1671; 52 Stat. 478) paragraph 16 of Treasury Decision 4359, approved December 13, 1932, as amended by Treasury Decision 4583, approved August 29, 1935 (26 CFR 458.100) is hereby revoked.

(b) Because of the revocation¹ of Executive Order No. 7165 of August 29, 1935, upon which such paragraph 16 is based, it is found that it is impracticable to issue this Treasury decision with notice and public procedure thereon under section 4 (a) of the Administrative Procedure Act, approved June 11, 1946, or subject to the effective date limitation of section 4 (c) of said act.

(c) This Treasury decision shall be effective upon its filing for publication in the FEDERAL REGISTER.

JOHN W. SNYDER,
Secretary of the Treasury.

Approved:

HARRY S. TRUMAN,
The White House.

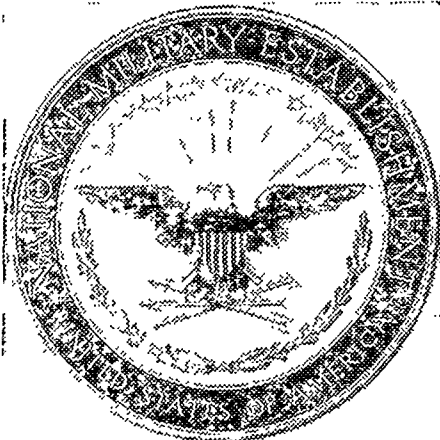
[F. R. Doc. 47-10272; Filed, Nov. 18, 1947;
11:21 a. m.]

TITLE 32—NATIONAL DEFENSE

Chapter I—Secretary of Defense

SEAL OF THE NATIONAL MILITARY
ESTABLISHMENT

In accordance with section 202 (c) of the National Security Act of 1947 (Public Law 253, 80th Congress, 1st Session) I have caused a seal of office to be made for the National Military Establishment. This seal, which the President approved on October 8, 1947, is reproduced below.



JAMES FORRESTAL,
Secretary of Defense.

NOVEMBER 13, 1947.

[F. R. Doc. 47-10214; Filed, Nov. 18, 1947;
8:50 a. m.]

Chapter II—National Guard and State Guard, Department of the Army

PART 201—NATIONAL GUARD REGULATIONS AGE REQUIREMENTS FOR FEDERAL RECOGNITION OF COMMISSIONED OFFICERS

Section 201.2 (d) (3) is amended by adding a new sentence to subdivision (i) and changing subdivision (ii) as follows:

§ 201.2 *Federal recognition.* * * *

(d) *Requirements for recognition.*

¹ E. O. 9906, *supra*.

(3) *Age (effective until January 1, 1951)* — (i) *For initial recognition.* * * * For other than air units no candidate for direct appointment as second lieutenant from former enlisted men of the first three grades will be more than 32.

(ii) *For continued recognition.* * * *

Assignment	Second Lt	First Lt	Capt	Maj	Lt Col	Col
Other than air units.....	35	35	42	47	52	55

[NGR 20, 14 Nov. 1946 as amended by NGB Cir. 37, 13 Oct. 1947] 48 Stat. 155; 32 U. S. C. 4)

[SEAL] EDWARD F. WITSELL,
Major General,
The Adjutant General.

[F. R. Doc. 47-10188; Filed, Nov. 18, 1947;
8:47 a. m.]

Chapter XXIII—War Assets Administration

[Reg. 1, Amdt. 1]

PART 8301—DESIGNATION OF DISPOSAL AGENCIES AND PROCEDURES FOR REPORTING SURPLUS PROPERTY LOCATED WITHIN THE CONTINENTAL UNITED STATES, ITS TERRITORIES AND POSSESSIONS

War Assets Administration Regulation 1, October 1, 1947, entitled "Designation of Disposal Agencies and Procedures for Reporting Surplus Property Located Within the Continental United States, Its Territories and Possessions" (12 F. R. 6657), is hereby amended as follows:

1. Section 8301.3 (c) is deleted, and the following two paragraphs substituted in lieu thereof:

§ 8301.3 *Designation of disposal agencies; territories and possessions.* * * *

(c) *Real property*—(1) *War Assets Administration.* The War Assets Administration is hereby designated as the disposal agency for all real property located in Hawaii and Alaska.

(2) *Department of Agriculture.* The Department of Agriculture is hereby designated as the disposal agency for all real property located in Puerto Rico and the Virgin Islands.

2. Section 8301.10 is amended to read as follows:

§ 8301.10 *Continental United States; filing declarations of surplus personal property resulting from contractor inventories.* If an owning agency takes possession of any contractor inventory located in the continental United States, it may declare such property surplus to the appropriate office of War Assets Administration as indicated in § 8301.52¹ under this part.

3. Section 8301.11 is amended to read as follows:

§ 8301.11 *Continental United States; filing declarations of surplus personal property.* Declarations of surplus personal property located within the continental United States shall be filed on forms prescribed in § 8301.53² under this part at the Office of the War Assets Administrator, Washington 25, D. C., and at the appropriate office of the disposal agency as indicated in § 8301.52 under this part.

4. Section 8301.12 is amended to read as follows:

§ 8301.12 *Continental United States, territories and possessions; declarations of surplus real property; filing.* Declarations of surplus real property shall be filed with the War Assets Administrator, Washington 25, D. C. Where personal property is to be declared surplus in conjunction with real property, the owning agency shall in advance notify the appropriate office of War Assets Administration of the date on which WAA Form 1001 will be ready for filing. Such office may designate a representative with whom the form may be filed at the installation site and who shall be authorized to accept the declaration for filing. If for any reason such form is not so filed with the designated representative, it shall be filed at the appropriate office of War Assets Administration as indicated in § 8301.52 under this part.

(Surplus Property Act of 1944 as amended (58 Stat. 765, as amended; 50 U. S. C. App. Sup. 1611) Pub. Law 181, 79th Cong. (59 Stat. 533; 50 U. S. C. App. Sup. 1614a, 1614b) and Reorganization Plan 1 of 1947 (12 F. R. 4534))

This amendment shall become effective November 15, 1947.

ROBERT M. LITTLEJOHN,
Administrator

NOVEMBER 6, 1947

[F. R. Doc. 47-10264; Filed, Nov. 18, 1947;
10:08 a. m.]

[Reg. 9,³ Revocation of Order 1]

PART 8309—CONTRACTOR INVENTORY AND DISPOSALS BY OWNING AGENCIES

STANDARDS TO BE APPLIED AND PROCEDURES TO BE FOLLOWED BY OWNING AGENCIES WHEN SELLING SMALL LOTS OF PROPERTY PECULIAR TO AIRCRAFT

Surplus Property Administration Regulation 9, Order 1, October 12, 1945, entitled "Standards to be Applied and Procedures to be Followed by Owning Agencies when Selling Small Lots of Property Peculiar to Aircraft" (10 F. R. 12965), is hereby revoked and rescinded.

This revocation of this order shall become effective November 3, 1947.

ROBERT M. LITTLEJOHN,
Administrator

[F. R. Doc. 47-10277; Filed, Nov. 18, 1947;
11:35 a. m.]

² Reg. 1, Order 3 (11 F. R. 6774, 9572, 14490).

³ 12 F. R. 3833, 6551.

¹ Reg. 1, Order 2 (October 28, 1947).

TITLE 49—TRANSPORTATION AND RAILROADS

Chapter I—Interstate Commerce Commission

PART 10—UNIFORM SYSTEM OF ACCOUNTS FOR STEAM ROADS

CLASSIFICATION OF TRAIN-MILES, LOCOMOTIVE-MILES, AND CAR-MILES

At a session of the Interstate Commerce Commission, Division 1, held at its office in Washington, D. C., on the 15th day of October A. D. 1947.

The matter of accounting regulations for steam railroads being under consideration pursuant to the provisions of section 20 of the Interstate Commerce Act, as amended; and

It appearing, that regulations for classifying train-miles, locomotive-miles, and car-miles of steam railroads, as they were in effect June 1, 1938, were published as Subpart D of this part and title in the Code of Federal Regulations, but that the "Classification of Train-Miles, Locomotive-Miles, and Car-Miles for Steam Roads, Revised Issue of 1941," which was promulgated by order of September 18, 1941, superseding all previous issues, was not published in supplements to the Code; and

It further appearing, that regulations so prescribed by the said order of September 18, 1941, are substantive rules which are required by section 3 (a) (3) of the Administrative Procedure Act to be published currently in the FEDERAL REGISTER, but no general notice of proposed rule-making as contemplated by section 4 of that act is required because said regulations were prescribed prior to the effective date of such requirement (24 Stat. 386, 54 Stat. 917, 49 U. S. C. 20 (3))

Sec.
10.00-1 Order of the Commission.

TRAIN MILES

10.800 Rules and definitions.

TRAIN-MILE ACCOUNTS

TRANSPORTATION SERVICE

10.801 Freight-train miles.

10.802 Passenger-train miles.

WORK SERVICE

10.805 Work-train miles.

LOCOMOTIVE MILES

10.810 Rules and definitions.

LOCOMOTIVE-MILE ACCOUNTS

TRANSPORTATION SERVICE; LINE

10.811 Freight locomotive-miles.

10.812 Passenger locomotive-miles.

TRANSPORTATION SERVICE; SWITCHING

10.815 Train switching locomotive-miles.

10.816 Yard switching locomotive-miles.

WORK SERVICE

10.817 Work service locomotive-miles.

CAR MILES

10.820 Rules of definitions.

CAR-MILE ACCOUNTS

TRANSPORTATION SERVICE

10.821 Freight-train car-miles.

10.822 Passenger-train car-miles.

WORK SERVICE

Sec.
10.825 Work service car-miles.

AUTHORITY: §§ 10.00-1 to 10.825, inclusive, issued under 24 Stat. 386, 54 Stat. 917; 49 U. S. C. 20 (3).

SPECIAL NOTE: As stated in the special note introducing Part 10 of this chapter and title, sections devoted to instructions for the accounting regulations are numbered serially, from § 10.01 to § 10.08, inclusive, with appropriate sub-numbers following a dash. Since there are no corresponding instructions for the mileage accounts, prescribed herein-after, the rules and definitions pertaining thereto are designated as §§ 10.800, 10.810, and 10.820, with the prescribed number of the rule or definition appearing as a whole number following a dash.

§ 10.00-1 *Order of the Commission.* It is ordered, that: The "Classification of Train-Miles, Locomotive-Miles, and Car-Miles for Steam Roads, Revised Issue of 1941," together with a copy of this order, shall be filed with the Director of the Division of the Federal Register, and that a copy of this order be deposited in the office of the Secretary of the Commission, at Washington, D. C.

TRAIN MILES

§ 10.800 *Rules and definitions.* (a) A train is a unit of equipment, or a combination of units of equipment (exclusive of light locomotives), in condition for movement over tracks by self-contained motor equipment. A locomotive is a self-propelled unit of equipment designed solely for moving other equipment. A light locomotive is a locomotive in condition for movement by its own motor equipment, uncoupled to cars, work equipment, or dead locomotives. A motor car is a self-propelled unit of equipment designed to carry freight or passenger traffic, and is not to be considered a locomotive.

(b) A train-mile is the movement of a train a distance of 1 mile.

(c) In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions considered as 1 mile.

(d) Transportation service train-miles shall be based on the actual distance run between terminals and stations, and shall be computed from the official time-tables or distance tables.

(e) Work service train-miles shall be based on the actual distance run between terminals. When work trains are run between terminals and not ordered to work at some specified point or within specified working limits, the actual miles run shall be allowed to them, the same as to any other class of trains. When ordered to run to a certain point to work at that point or within specified working limits, the actual miles made while under running orders shall be allowed, and in addition an arbitrary mileage of 6 miles per hour for the time working at the point or within the working limits named. In computing such arbitrary mileage, fractions representing less than one-half hour shall be disregarded and other fractions considered as one hour. Constructive miles on the basis of 6 miles per hour shall be allowed trains run for the purpose of removing snow when the actual miles of such trains are less than

the constructive miles. No record is required of work-train miles on new roads, road extensions, or portions of such roads or extensions, before the commencement of the regular operation of revenue service trains.

(f) Each train and each section of a train run by a separate train crew shall be considered a separate train, whether hauled by one or more locomotives either the whole distance or a part of the distance between the train terminals. There shall be nothing added to this distance to cover running of locomotives from engine houses to terminals, doubling hills, running for water, switching, or other work at way stations, or for the service of helper or pusher locomotives or of extra locomotives on double-head or triple-head trains.

(g) When the carrier's trains, hauled by its locomotives and handled by its crews, are detoured over foreign roads, the miles shall be computed on the basis of the miles actually run, and classified by it in its train-miles in accordance with the service performed.

(h) Separate accounts of train-miles shall be kept for trains hauled by locomotives and for trains moved by motor cars.

TRAIN-MILE ACCOUNTS

TRANSPORTATION SERVICE¹

§ 10.801 *Freight-train miles.* This account shall include miles run by all trains between terminals or stations for the transportation of revenue and company freight; also miles run by trains consisting of empty freight cars, and by trains consisting of a locomotive and caboose running light in connection with such service.

Trains which contain passenger-train cars shall be classed as freight trains whenever the number of freight-train cars is in excess of the number of passenger-train cars in them.

Freight-train miles shall be subdivided as follows:

Ordinary freight-train miles: Miles run by trains consisting of a locomotive, with or without caboose, with other equipment.

Light freight-train miles: Miles run by trains consisting of a locomotive and caboose, running light in connection with freight-train service.

§ 10.802 *Passenger-train miles.* This account shall include miles run by revenue service trains to transport passengers, baggage, mail, milk, express, or any combination of these; also miles run by trains consisting of deadhead passenger equipment.

¹These accounts shall include the miles of all revenue service trains, including trains which incidentally carry employees or company freight. They shall also include the miles of trains which are operated between terminals or stations to transport company freight, when the service is similar to that connected with the transportation of commercial freight and statistics of ton-miles are kept.

The trains here referred to are those the locomotive and train expenses of operating which are includible in the locomotive and train expense accounts in § 10.370 *Transportation; rail line.*

Trains which contain freight-train cars shall be classed as passenger trains whenever the number of passenger-train cars is in excess of the number of freight-train cars in them.

NOTE: This account does not apply to trains run for the transportation of mail or milk upon the basis of authorized tariffs at rates based upon weight. The miles of such trains shall be classed as freight-train miles.

WORK SERVICE

§ 10.805 *Work-train miles.* This account shall include miles run by trains engaged in company service, such as official, inspection, and pay trains; inspection trains for railway commissioners for which no revenue is received; trains running special with fire apparatus to save the carrier's property from destruction; trains run for transporting the carrier's employees to and from work when no transportation charge is made; wrecking trains; trains run for the purpose of ditching, filling embankments, and widening cuts; trains run for the purpose of removing snow; trains distributing ties, rails, other track material, ballast, bridge material, and other material and supplies for maintenance or for additions and betterments; trains run for picking up and concentrating such material; and trains run for distributing material and supplies for use in connection with operation.

NOTE B: The accounting for expenses of work-train service shall be in accordance with paragraph (c) of § 10.01-4 *Cost of construction* and paragraph (c) of § 10.04-3 *Cost of repairs*, and other requirements of the accounting regulations for operating expenses.

NOTE C: No record is required of the miles of construction trains on new roads or road extensions, or on portions of such roads or extensions, before the commencement of the regular operation of revenue service trains.

LOCOMOTIVE MILES

§ 10.810 *Rules and definitions.* (a) A locomotive is a self-propelled unit of equipment designed solely for moving other equipment. A locomotive-mile is a movement of a locomotive a distance of 1 mile, under its own power.

(b) In computing locomotive-miles fractions representing less than one-half mile shall be disregarded, and other fractions considered as 1 mile.

(c) All locomotive-miles made in hauling transportation service trains shall be based upon the actual distance run between terminals or stations, and shall be computed from the official time-tables or distance tables as prescribed for train-miles.

(d) Light-locomotive miles shall be based on the actual distance locomotives run, except that no light-locomotive miles shall be allowed for terminal service where the distance in one direction is less than one-half mile.

(e) Miles of locomotives in helper service shall be computed on the basis of actual distance run in such service.

(f) Train switching locomotive-miles shall be computed at the rate of 6 miles per hour for the time actually engaged in such service. In computing such arbitrary mileage fractions representing less than one-half hour shall be disregarded

and other fractions considered as one hour.

(g) Yard switching locomotive-miles shall be computed at the rate of 6 miles per hour for the time actually engaged in such service. In computing yard switching locomotive-miles, fractions representing less than one-half hour shall be disregarded, and other fractions considered as one hour.

(h) Work-train locomotive-miles shall be computed according to the rules prescribed for work-train miles. Miles of work locomotives employed in switching at shops for shop purposes, spotting ears in gravel pits, working with pile drivers, etc., shall be computed upon the basis of 6 miles per hour for the actual time in the service. In computing the time engaged fractions representing less than one-half hour shall be disregarded and other fractions considered one hour.

(i) The miles of new or generally repaired locomotives running light in breaking-in service shall not be included in the locomotive-mile accounts.

(j) No record is required of the miles of locomotives in construction service on new roads or road extensions, or on portions of such roads or extensions, before the commencement of the regular operation of revenue service trains.

(k) A separate record shall be kept for miles of steam locomotives and for miles of other locomotives.

(l) Miles of motor cars shall not be classed as locomotive-miles.

LOCOMOTIVE-MILE ACCOUNTS

TRANSPORTATION SERVICE; LINE²

§ 10.811 *Freight locomotive-miles.* This account shall include miles run by locomotives in freight-train service, the train-miles of which are includible in account 801, "Freight-train miles."

Principal freight locomotive-miles: Miles run by locomotives principal to the train, between terminals or stations, with freight trains; also miles run by locomotives between terminals or stations, with cabooses, going to or returning from such service; and miles run in hauling the second cut of freight trains doubled over grades.

Helper freight locomotive-miles: Miles run by locomotives as helpers over the division or that portion covered by the run, or on important grades, including double-headers, triple-headers, and pushers, regardless of whether on the head end, in the middle, or on the rear of the train.

Light freight locomotive-miles: Miles run by locomotives light between terminals or stations in connection with freight-train service on account of unbalanced traffic; miles run light for hauling second cuts of trains doubled; miles run light between freight trains and next coaling station or water tank for coal or water; miles run light to pick up or assist freight trains between terminals; miles run light by grade helpers in returning from assisting freight trains as pushers or double-headers; and miles run

² This account shall include the miles run by locomotives moving transportation service trains, and also miles run light in connection with such service.

light by locomotives coming from or going to enginehouses or turntables from freight-train service.

NOTE. No miles shall be allowed for light movements at terminals if the distance between enginehouses or turntables and freight-train terminals is less than one-half mile.

§ 10.812 *Passenger locomotive-miles.* This account shall include miles run by locomotives in passenger-train service, the train-miles of which are includible in account 802, "Passenger-train miles."

Principal passenger locomotive-miles: Miles run by locomotives principal to the train between terminals or stations, with passenger trains.

Helper passenger locomotive-miles: Miles run by locomotives as helpers over the division, or that portion covered by the run, or on important grades.

Light passenger locomotive-miles: Miles run by locomotives light between terminals or stations on account of unbalanced traffic, in connection with passenger-train service; miles run light between passenger trains and next coaling station or water tank for coal or water; miles run light to pick up or assist a passenger train between terminals; miles run light by grade helpers in returning from assisting passenger trains as pushers or double-headers; and miles run light by locomotives coming from or going to enginehouses or turntables from passenger-train service.

NOTE: No miles shall be allowed for light movements at terminals if the distance between enginehouses or turntables and passenger-train terminals is less than one-half mile.

TRANSPORTATION SERVICE; SWITCHING

§ 10.815 *Train switching locomotive-miles.* This account shall include miles allowed train locomotives for performing switching service at terminals and way stations.

§ 10.816 *Yard switching locomotive-miles.* This account shall include miles allowed yard locomotives while switching in yards where regular switching service is maintained; also miles of switching locomotives running light between terminals and yards where regular switching service is maintained in connection with switching service in such yards. This account shall be subdivided as follows:

Yard switching locomotive-miles; freight: Miles allowed yard locomotives in yards where regular switching service is maintained and in terminal switching and transfer service while engaged in switching cars in connection with the transportation of revenue freight; also miles allowed locomotives in such service while engaged incidentally in switching cars in connection with the transportation of company freight.

Yard switching locomotive-miles; passenger: Miles allowed yard locomotives while switching cars in connection with passenger-train service.

NOTE: Where yard switching is performed for both freight and passenger service by the same locomotive, or by locomotives assigned to one yard, a fair approximation of the mileage may be assigned to each service daily or monthly.

WORK SERVICE

§ 10.817 *Work service locomotive-miles.* This account shall include the actual miles run by locomotives in work-train service as defined in § 10.805 *Work-train miles*; also miles of locomotives engaged solely in shop or material yard switching service.

NOTE A. Miles run by locomotives while engaged incidentally (in connection with regular yard switching service) in switching company material in company shop or material yards, or in switching equipment for repairs between yards and shops, shall be included in account 816, "Yard switching locomotive-miles."

NOTE B: Miles run by locomotives engaged in shop and material yard switching service, if operated by shop employees, shall not be included in this account.

CAR MILES

§ 10.820 *Rules and definitions.* (a) A car-mile is a movement of a unit of car equipment a distance of 1 mile.

(b) In computing car-miles, fractions representing less than one-half mile shall be disregarded, and other fractions considered as 1 mile.

(c) Separate accounts of car-miles shall be kept for the cars in trains hauled by locomotives and for the cars in trains moved by motor cars. The record of car-miles in trains moved by motor cars shall show separately the miles for motor cars and for cars not thus equipped.

CAR-MILE ACCOUNTS

○ TRANSPORTATION SERVICE

§ 10.821 *Freight-train car-miles.* (a) This account shall include the miles run by freight-train cars (including caboose cars) in transportation service. Such car-miles shall be subdivided as follows:

Loaded (run by loaded freight cars)

Empty (run by empty freight cars)

Caboose (run by caboose cars)

(b) This account shall be so kept as to show miles run in freight trains and in passenger trains separately.

§ 10.822 *Passenger-train car-miles.* (a) This account shall include the actual miles run by passenger-train cars in transportation service. It shall include

miles of loaded cars and also of empty cars deadheaded in connection with the service, and shall be subdivided as follows:

(1) *Coaches.* Miles run by coaches and chair cars in which passengers are carried at regular tariff fares without extra charge for space occupied.

(2) *Combination coach cars.* Miles run by combination passenger and baggage, passenger and mail, and passenger and express cars in which passengers are carried at regular tariff fares without extra charge for space occupied.

(3) *Sleeping and parlor cars.* Miles run by sleeping, parlor, and other cars for which an extra fare is charged for space occupied.

(4) *Dining, club, lounge, and observation cars.* Miles run by dining, cafe, and other cars devoted exclusively to the serving of meals and other refreshments and by club, lounge, and observation cars without charge in excess of sleeping or parlor car fares.

(5) *Business cars.* Miles run by all railway business cars operated for the transportation of the carrier's officers and employees.

(6) *Other passenger-train cars.* Miles run by baggage, express, mail, milk, and postal cars, and by cars in which such services are combined. (This class includes no cars intended for the transportation of revenue passengers.)

(b) This account shall be so kept as to show miles run in freight trains and in passenger trains separately.

WORK SERVICE

§ 10.825 *Work service car-miles.* This account shall include miles run by cars in work trains, except by equipment which is designed exclusively for work service, such as snow plows, flangers, derricks, pile drivers, wrecking cranes, tool cars, and camp outfits. (For definition of work train see account 805, "Work-train miles.")

By the Commission.

[SEAL]

W. P. BARTEL,
Secretary.

[F. R. Doc. 47-10229; Filed, Nov. 18, 1947;
8:48 a. m.]

[S. O. 782, Amdt. 1]

PART 95—CAR SERVICE

EMBARGO AGAINST MCKINNEY GRAIN CO.

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D. C., on the 12th day of November A. D. 1947.

Upon further consideration of Service Order No. 782 (12 F. R. 6926) and good cause appearing therefor: It is ordered, that:

Service Order No. 782 (codified as 49 CFR § 95.782) *Shipments to, from, for or by the McKinney Grain Company be embargoed* be and it is hereby, amended by substituting the following paragraph (c) for paragraph (c) thereof:

(c) *Special and general permits.* This order shall be subject to any special or general permits issued by V. C. Clinger, Service Agent, Bureau of Service, Interstate Commerce Commission, 430 U. S. Terminal Annex, Dallas, Texas, authorizing a departure therefrom.

It is further ordered, that this amendment shall become effective 12:01 a. m., November 14, 1947, and copies of this order shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Division of the Federal Register.

(40 Stat. 101, secs. 402, 418; 41 Stat. 475, 485, secs. 4, 10; 54 Stat. 901, 912; 49 U. S. C. 1 (10)-(17))

By the Commission, Division 3.

[SEAL]

W. P. BARTEL,
Secretary.

[F. R. Doc. 47-10187; Filed, Nov. 18, 1947;
8:47 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF AGRICULTURE

Production and Marketing
Administration

17 CFR, Part 9011

HANDLING OF WALNUTS GROWN IN CALIFORNIA, OREGON, AND WASHINGTON

NOTICE OF PROPOSED RULE WITH RESPECT TO
BUDGET OF EXPENSES FOR CROP YEAR
ENDING JULY 31, 1948

Notice is hereby given, pursuant to section 4 of the Administrative Procedure Act (Pub. Law 404, 79th Cong., 60 Stat. 237) approved June 11, 1946, that the administrative rule herein indicated, relative to the assessment rate and the

budget, is proposed by the Secretary of Agriculture in accordance with the authority vested in him by the marketing agreement, as amended, and § 901.9 of the marketing order, as amended (7 CFR 901.1 et seq., 7 CFR, Cum. Supp., 901.4, 901.17, 901.19; 12 F. R. 5033), regulating the handling of walnuts grown in California, Oregon, and Washington, issued under Public Act No. 10, 73d Congress, as amended and as reenacted and amended by the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.).

Prior to the final issuance of such rule, consideration will be given to any data, views, or arguments pertaining thereto which are submitted in writing to the

Hearing Clerk, United States Department of Agriculture, Room 1844, South Building, Washington, D. C., and which are received not later than 5:30 p. m. on the 10th day after the date of the publication of this notice in the FEDERAL REGISTER.

The aforementioned authorization for the issuance of such an administrative rule by the Secretary of Agriculture provides that the amount of expenses which will necessarily be incurred by the Walnut Control Board during each crop year shall be fixed by the Secretary on the basis of the recommendation by the Control Board and such other pertinent information as may be available to him. It further provides that, in case surplus

and salable percentages of merchantable walnuts are fixed for the particular crop year, each packer's pro rata share of the expenses of the Control Board for such crop year shall be that proportion thereof which the total credit value of his surplus obligation with respect to merchantable walnuts handled or certified for handling by him and merchantable walnuts sold by him to the Walnut Control Board during such crop year, is of the total credit value of the surplus obligations of all the packers with respect to merchantable walnuts handled or certified for handling by them and merchantable walnuts sold to the Walnut Control Board by them during that crop year. *Provided*, That an initial assessment for any such crop year may be

levied on each packer of one (1) percent of the total credit value of such packer's estimated surplus obligation for such crop year.

The Walnut Control Board at a duly called meeting in Los Angeles, California, on August 21, 1947, unanimously adopted a proposed budget of expenses for the 1947-48 crop year aggregating \$61,200.

It is proposed to fix the budget of expenses for the 1947-48 crop year in the amount of \$61,200. On the basis of the aforementioned formula for the computation of each packer's pro rata share of such expenses in a crop year for which salable and surplus percentages of merchantable walnuts are fixed, such percentages having been fixed (12 F. R. 6808) for the 1947-48 crop year at 80

percent and 20 percent, respectively, it is estimated, at this time, that such pro rata share for each packer will be 1.4 percent of the credit value of his surplus obligation. This estimate is based on an anticipated production of merchantable walnuts during the 1947-48 crop year of 100,000,000 pounds and on the credit values for merchantable walnuts during such crop year as heretofore established by the Walnut Control Board, and approved by the Secretary, and published in the FEDERAL REGISTER (12 F. R. 7101) on November 3, 1947.

[SEAL] CLINTON P. ANDERSON,
Secretary of Agriculture.

NOVEMBER 13, 1947.

[F. R. Doc. 47-10205; Filed, Nov. 18, 1947;
8:50 a. m.]

NOTICES

TREASURY DEPARTMENT

United States Coast Guard

[CGFR 47-55]

APPROVAL OF EQUIPMENT

By virtue of the authority vested in me by R. S. 4405 and 4491, as amended (46 U. S. C. 375, 489) and section 101 of the Reorganization Plan No. 3 of 1946 (11 F. R. 7875) as well as the additional authorities cited below, the following approvals of equipment are prescribed and shall be effective for a period of five years from date of publication in the FEDERAL REGISTER unless sooner canceled or suspended by proper authority.

CLEANING PROCESSES FOR LIFE PRESERVERS (WHERE BUOYANCY FILLERS ARE NOT REMOVED FROM ENVELOPE COVERS DURING CLEANING PROCESS)

Approval No. 160.006/10/0, Western Canvas cleaning process for kapok life preservers, as outlined in attachment to manufacturer's letter of 14 October 1947, submitted by Western Canvas Products Co., 1200 Tenth Avenue, Seattle 22, Washington.

(R. S. 4417a, 4426, 4488, 4492, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 164, 166, 346, and sec. 5 (e) 55 Stat. 244, as amended; 46 U. S. C. 367, 391a, 396, 404, 481, 490, 526e, 526p, 1333, 50 U. S. C. 1275; 46 CFR 160.006-4)

MECHANICAL DISENGAGING APPARATUS (FOR LIFEBOATS)

Approval No. 160.033/36/0, Steward type B releasing gear, approved for maximum working load of 16,600 pounds per set (8,300 pounds per hook) identified by general arrangement Dwg. No. 2131-8, dated 24 September 1947, approved for use on all vessels except ocean and coastwise over 3000 gross tons where it may be used for replacement purposes only, submitted by Welin Davit and Boat Division of the Robinson Foundation, Inc., Perth Amboy, N. J.

(R. S. 4417a, 4426, 4488, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e) 55 Stat. 244, as

amended; 46 U. S. C. 367, 391a, 404, 481, 1333, 50 U. S. C. 1275; 46 CFR 37.1-7, 59.68, 76.62, 94.59)

LIFEBOATS

Approval No. 160.035/177/0, 31.0' x 11.25' x 4.5' steel motor-propelled lifeboat with radio cabin, 74-person capacity, identified by general arrangement Dwg. No. 2891, dated 7 March 1947, manufactured by the Welin Davit and Boat Division of the Robinson Foundation, Inc., Perth Amboy, N. J.

Approval No. 160.035/178/0, 16.0' x 5.5' x 2.37' steel oar-propelled lifeboat, 12-person capacity, for service on vessels other than ocean and coastwise vessels, identified by construction and arrangement Dwg. No. 16-1, dated 21 January 1947, and revised 6 October 1947, manufactured by Marine Safety Equipment Corporation, Point Pleasant, N. J.

(R. S. 4417a, 4426, 4481, 4488, 4492, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e) 55 Stat. 244, as amended (46 U. S. C. 367, 391a, 396, 404, 474, 481, 490, 1333, 50 U. S. C. 1275; 46 CFR 37.1-1, 59.12, 76.16, 94.15, 113.10))

Dated: November 12, 1947.

[SEAL] J. F. FARLEY,
Admiral, U. S. Coast Guard,
Commandant.

[F. R. Doc. 47-10211; Filed, Nov. 18, 1947;
8:50 a. m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[1778191]

ARIZONA

NOTICE OF FILING OF PLAT OF SURVEY ACCEPTED FEBRUARY 7, 1944

NOVEMBER 10, 1947.

Notice is given that the plat of extension survey of lands hereinafter described will be officially filed in the District Land Office, Phoenix, Arizona, effective at 10:00 a. m. on January 12, 1948. At that time the lands shall, sub-

ject to valid existing rights and the provisions of existing withdrawals, become subject to application, petition, location, or selection as follows:

(a) *Ninety-day period for preference-right filings.* For a period of 90 days from January 12, 1948, to April 12, 1948, inclusive, the public lands affected by this notice shall be subject to (1) application under the homestead or the desert land laws, or the small tract act of June 1, 1938 (52 Stat. 609, 43 U. S. C. sec. 682a) as amended, by qualified veterans of World War II, for whose service recognition is granted by the act of September 27, 1944 (58 Stat. 747, 43 U. S. C. secs. 279-283) subject to the requirements of applicable law, and (2) application under any applicable public-land law, based on prior existing valid settlement rights and preference rights conferred by existing laws or equitable claims subject to allowance and confirmation. Application by such veterans shall be subject to claims of the classes described in subdivision (2).

(b) *Twenty-day advance period for simultaneous preference-right filings.* For a period of 20 days from December 23, 1947, to January 12, 1948, inclusive, such veterans and persons claiming preference rights superior to those of such veterans, may present their applications, and all such applications, together with those presented at 10:00 a. m. on January 12, 1948, shall be treated as simultaneously filed.

(c) *Date for non-preference-right filings authorized by the public-land laws.* Commencing at 10:00 a. m. on April 13, 1948, any of the lands remaining unappropriated shall become subject to such application, petition, location, or selection by the public generally as may be authorized by the public-land laws.

(d) *Twenty-day advance period for simultaneous non-preference-right filings.* Applications by the general public may be presented during the 20-day period from March 24, 1948, to April 13, 1948, inclusive, and all such applications, together with those presented at 10:00 a. m. on April 13, 1948, shall be treated as simultaneously filed.

Veterans shall accompany their applications with certified copies of their certificates of discharge, or other satisfactory evidence of their military or naval service. Persons asserting preference rights, through settlement or otherwise, and those having equitable claims, shall accompany their applications by duly corroborated affidavits in support thereof, setting forth in detail all facts relevant to their claims.

Applications for these lands, which shall be filed in the District Land Office, Phoenix, Arizona, shall be acted upon in accordance with the regulations contained in § 295.8 of Title 43 of the Code of Federal Regulations (Circular No. 324, May 22, 1914, 43 L. D. 254) and Part 296 of that title, to the extent that such regulations are applicable. Applications under the homestead laws shall be governed by the regulations contained in Parts 166 to 170, inclusive, of Title 43 of the Code of Federal Regulations and applications under the desert land laws and the small tract act of June 1, 1938, shall be governed by the regulations contained in Parts 232 and 257, respectively, of that title.

Inquiries concerning these lands shall be addressed to the Acting Manager, District Land Office, Phoenix, Arizona.

The lands affected by this notice are described as follows:

GILA AND SALT RIVER MERIDIAN

T. 5 S., R. 4 W.,
Sec. 6, lots 3, 4, 5, 6, 7, 8, 9 and 10;
Sec. 7, lots 3, 4, 5 and 6.

The areas described aggregate 490.42 acres and consist of nearly level sandy desert lands.

FRED W. JOHNSON,
Director.

[F. R. Doc. 47-10191; Filed, Nov. 18, 1947;
8:48 a. m.]

[1778191]

ARIZONA

NOTICE OF FILING OF PLATS OF SURVEY
ACCEPTED FEBRUARY 7, 1944

NOVEMBER 12, 1947.

Notice is given that the plats of survey of lands hereinafter described will be officially filed in the District Land Office, Phoenix, Arizona, effective at 10:00 a. m. on January 14, 1948. At that time the lands shall, subject to valid existing rights and the provisions of existing withdrawals, become subject to application, petition, location, or selection as follows:

(a) *Ninety-day period for preference-right filings.* For a period of 90 days from January 14, 1948 to April 13, 1948, inclusive, the public lands affected by this order shall be subject to (1) application under the homestead or the desert land laws, or the small tract act of June 1, 1938 (52 Stat. 609, 43 U. S. C. sec. 682a) as amended, by qualified veterans of World War II, for whose service recognition is granted by the act of September 27, 1944 (58 Stat. 747, 43 U. S. C. secs. 279-283) subject to the requirements of applicable law, and (2) application under any applicable public-land law, based on prior existing valid settle-

ment rights and preference rights conferred by existing laws or equitable claims subject to allowance and confirmation. Application by such veterans shall be subject to claims of the classes described in subdivision (2)

(b) *Twenty-day advance period for simultaneous preference-right filings.* For a period of 20 days from December 24, 1947, to January 14, 1948 inclusive, such veterans and persons claiming preference rights superior to those of such veterans, may present their applications, and all such applications, together with those presented at 10:00 a. m. on January 14, 1948 shall be treated as simultaneously filed.

(c) *Date for non-preference-right filings authorized by the public-land laws.* Commencing at 10:00 a. m. on April 14, 1948, any of the lands remaining unappropriated shall become subject to such application, petition, location, or selection by the public generally as may be authorized by the public-land laws.

(d) *Twenty-day advance period for simultaneous non-preference-right filings.* Applications by the general public may be presented during the 20-day period from March 25, 1948, to April 14, 1948, inclusive, and all such applications, together with those presented at 10:00 a. m. on April 14, 1948, shall be treated as simultaneously filed.

Veterans shall accompany their applications with certified copies of their certificates of discharge, or other satisfactory evidence of their military or naval service. Persons asserting preference rights, through settlement or otherwise, and those having equitable claims, shall accompany their applications by duly corroborated affidavits in support thereof, setting forth in detail all facts relevant to their claims.

Applications for these lands, which shall be filed in the District Land Office, Phoenix, Arizona, shall be acted upon in accordance with the regulations contained in § 295.8 of Title 43 of the Code of Federal Regulations (Circular No. 324, May 22, 1914, 43 L. D. 254) and Part 296 of that title, to the extent that such regulations are applicable. Applications under the homestead laws shall be governed by the regulations contained in Parts 166 to 170, inclusive, of Title 43 of the Code of Federal Regulations and applications under the desert land laws and the small tract act of June 1, 1938, shall be governed by the regulations contained in Parts 232 and 257, respectively, of that title.

Inquiries concerning these lands shall be addressed to the Acting Manager, District Land Office, Phoenix, Arizona.

The lands affected by this notice are described as follows:

GILA AND SALT RIVER MERIDIAN

T. 5 S., R. 5 W.,
Secs. 1 and 2, all;
Sec. 3, lots 1 to 9 inclusive, SE $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$.
Sec. 12, lots 1 to 8 inclusive.
T. 1 S., R. 11 W., all.
T. 2 S., R. 11 W., all.
T. 2 S., R. 12 W., all.

The area described aggregates 70,833.64 acres.

By Executive order dated December 12, 1932, the lands above-described in T. 5 S.,

R. 5 W., were withdrawn from sale and settlement and set apart for the use and occupancy of the Papago and other Indians.

These areas consist of desert lands varying from nearly level to rough in topography.

FRED W. JOHNSON,
Director.

[F. R. Doc. 47-10192; Filed, Nov. 10, 1947;
8:48 a. m.]

[1778634]

ARIZONA

NOTICE OF FILING OF PLAT OF SURVEY
ACCEPTED FEBRUARY 10, 1944

NOVEMBER 10, 1947.

Notice is given that the plat of survey of lands hereinafter described will be officially filed in the District Land Office, Phoenix, Arizona, effective at 10:00 a. m. on January 12, 1948. At that time the lands shall, subject to valid existing rights and the provisions of existing withdrawals, become subject to application, petition, location, or selection as follows:

(a) *Ninety-day period for preference-right filings.* For a period of 90 days from January 12, 1948, to April 12, 1948, inclusive, the public lands affected by this notice shall be subject to (1) application under the homestead or the desert land laws, or the small tract act of June 1, 1938 (52 Stat. 609, 43 U. S. C. sec. 682a), as amended, by qualified veterans of World War II, for whose service recognition is granted by the act of September 27, 1944 (58 Stat. 747, 43 U. S. C. secs. 279-283), subject to the requirements of applicable law, and (2) application under any applicable public-land law, based on prior existing valid settlement rights and preference rights conferred by existing laws or equitable claims subject to allowance and confirmation. Application by such veterans shall be subject to claims of the classes described in subdivision (2)

(b) *Twenty-day advance period for simultaneous preference-right filings.* For a period of 20 days from December 23, 1947, to January 12, 1948, inclusive, such veterans and persons claiming preference rights superior to those of such veterans, may present their applications, and all such applications, together with those presented at 10:00 a. m. on January 12, 1948, shall be treated as simultaneously filed.

(c) *Date for non-preference-right filings authorized by the public-land laws.* Commencing at 10:00 a. m. on April 13, 1948, any of the lands remaining unappropriated shall become subject to such application, petition, location, or selection by the public generally as may be authorized by the public-land laws.

(d) *Twenty-day advance period for simultaneous non-preference-right filings.* Applications by the general public may be presented during the 20-day period from March 24, 1948, to April 13, 1948, inclusive, and all such applications, together with those presented at 10:00 a. m. on April 13, 1948, shall be treated as simultaneously filed.

Veterans shall accompany their applications with certified copies of their certificates of discharge, or other satisfactory evidence of their military or naval service. Persons asserting preference rights, through settlement or otherwise, and those having equitable claims, shall accompany their applications by duly corroborated affidavits in support thereof, setting forth in detail all facts relevant to their claims.

Applications for these lands, which shall be filed in the District Land Office, Phoenix, Arizona, shall be acted upon in accordance with the regulations contained in § 295.8 of Title 43 of the Code of Federal Regulations (Circular No. 324, May 22, 1914, 43 L. D. 254) and Part 296 of that title, to the extent that such regulations are applicable. Applications under the homestead laws shall be governed by the regulations contained in Parts 166 to 170, inclusive, of Title 43 of the Code of Federal Regulations and applications under the desert land laws and the small tract act of June 1, 1938, shall be governed by the regulations contained in Parts 232 and 257, respectively, of that title.

Inquiries concerning these lands shall be addressed to the Acting Manager, District Land Office, Phoenix, Arizona.

The lands affected by this notice are described as follows:

GILA AND SALT RIVER MERIDIAN

T. 37 N., R. 14 W., all.

The area described aggregates 23,030.13 acres.

The land is rough and broken, supporting the sagebrush type of vegetation.

FRED W. JOHNSON,
Director.

[F. R. Doc. 47-10193; Filed, Nov. 18, 1947;
8:49 a. m.]

[1851514]

ARIZONA

NOTICE OF FILING OF PLAT OF SURVEY
ACCEPTED MAY 16, 1945

NOVEMBER 10, 1947.

Notice is given that the plat of survey of lands hereinafter described will be officially filed in the District Land Office, Phoenix, Arizona, effective at 10:00 a. m. on January 12, 1948. At that time the lands shall, subject to valid existing rights and the provisions of existing withdrawals, become subject to application, petition, location, or selection as follows:

(a) *Ninety-day period for preference-right filings.* For a period of 90 days from January 12, 1948, to April 12, 1948, inclusive, the public lands affected by this notice shall be subject to (1) application under the homestead or the desert land laws, or the small tract act of June 1, 1938 (52 Stat. 609, 43 U. S. C. sec. 682a) as amended, by qualified veterans of World War II, for whose service recognition is granted by the act of September 27, 1944 (58 Stat. 747, 43 U. S. C. secs. 279-283) subject to the requirements of applicable law, and (2) application under any applicable public-land

law, based on prior existing valid settlement rights and preference rights conferred by existing laws or equitable claims subject to allowance and confirmation. Application by such veterans shall be subject to claims of the classes described in subdivision (2)

(b) *Twenty-day advance period for simultaneous preference-right filings.* For a period of 20 days from December 23, 1947, to January 12, 1948, inclusive, such veterans and persons claiming preference rights superior to those of such veterans, may present their applications, and all such applications, together with those presented at 10:00 a. m. on January 12, 1948, shall be treated as simultaneously filed.

(c) *Date for non-preference right filings authorized by the public-land laws.* Commencing at 10:00 a. m. on April 13, 1948, any of the lands remaining unappropriated shall become subject to such application, petition, location, or selection by the public generally as may be authorized by the public-land laws.

(d) *Twenty-day advance period for simultaneous non-preference right filings.* Applications by the general public may be presented during the 20-day period from March 24, 1948, to April 13, 1948, inclusive, and all such applications, together with those presented at 10:00 a. m. on April 13, 1948, shall be treated as simultaneously filed.

Veterans shall accompany their applications with certified copies of their certificates of discharge, or other satisfactory evidence of their military or naval service. Persons asserting preference rights, through settlement or otherwise, and those having equitable claims, shall accompany their applications by duly corroborated affidavits in support thereof, setting forth in detail all facts relevant to their claims.

Applications for these lands, which shall be filed in the District Land Office, Phoenix, Arizona, shall be acted upon in accordance with the regulations contained in § 295.8 of Title 43 of the Code of Federal Regulations (Circular No. 324, May 22, 1914, 43 L. D. 254) and Part 296 of that title, to the extent that such regulations are applicable. Applications under the homestead laws shall be governed by the regulations contained in Parts 166 to 170, inclusive, of Title 43 of the Code of Federal Regulations and applications under the desert land laws and the small tract act of June 1, 1938, shall be governed by the regulations contained in Parts 232 and 257, respectively, of that title.

Inquiries concerning these lands shall be addressed to the Acting Manager, District Land Office, Phoenix, Arizona.

The lands affected by this notice are described as follows:

GILA AND SALT RIVER MERIDIAN

T. 5 S., R. 11 E., all.

The total area described aggregates 21,934.44 acres and consists of rolling desert lands.

FRED W. JOHNSON,
Director

[F. R. Doc. 47-10190; Filed, Nov. 18, 1947;
8:48 a. m.]

[1871749]

ARIZONA

NOTICE OF FILING OF PLATS OF SURVEY
ACCEPTED JANUARY 4, 1943

NOVEMBER 7, 1947.

Notice is given that the plats of survey of the following described lands will be officially filed in the District Land Office, Phoenix, Arizona, effective 10:00 a. m. on January 9, 1948.

GILA AND SALT RIVER MERIDIAN

T. 9 N., R. 4 E., all.
T. 9½ N., R. 4 E., all.
T. 10 N., R. 4 E., all.
T. 9 N., R. 5 E., all.
T. 9½ N., R. 5 E., all.
T. 10 N., R. 5 E., all.

The areas described aggregate 112,023.24 acres.

The above-mentioned lands are within the limits of the Prescott and Tonto National Forests, the public lands therein having been first withdrawn for forest purposes by Proclamation of December 30, 1907.

Lots 1, 2, 5 and 6 sec. 19, lot 1 sec. 30, T. 9½ N., R. 4 E.; lots 2 and 3, SW¼NE¼, SE¼NW¼, E½SW¼ sec. 5, E½W½, SW¼SW¼ sec. 8, N½NW¼, SW¼NW¼ sec. 17, E½NE¼, E½SE¼, SW¼SE¼ sec. 18, NE¼, E½SW¼, W½SE¼ sec. 19, lots 2, 3 and 4, E½NW¼, NE¼SW¼, SE¼SW¼, SW¼SE¼ sec. 30, lots 1 and 2 sec. 31, T. 10 N., R. 4 E., G. & S. R. M., Arizona are included in Power Project No. 150 of May 16, 1921, as conformed October 16, 1944.

Anyone having a valid settlement or other right to any of these lands, initiated prior to the withdrawal of December 30, 1907, should assert the same within three months from the date on which the plat is officially filed by filing an application under appropriate public-land law setting forth all facts relevant thereto.

All inquiries relating to these lands should be addressed to the Acting Manager, District Land Office, Phoenix, Arizona.

FRED W. JOHNSON,
Director

[F. R. Doc. 47-10189; Filed, Nov. 18, 1947;
8:48 a. m.]

[2139878]

WISCONSIN

NOTICE OF FILING OF PLAT OF DEPENDENT
RESURVEY AND EXTENSION SURVEY AC-
CEPTED JULY 22, 1947

NOVEMBER 12, 1947.

Notice is given that the plat of (1) dependent resurvey delineating the retracement and the reestablishment of the boundaries of sec. 6, T. 34 N., R. 14 E., 4th P. M., Wisconsin, as shown upon the plat approved October 1, 1859 and (2) extension survey including lands hereinafter described erroneously omitted from the original survey of the township and not shown upon the plat approved October 1, 1859, will be officially filed in the Bureau of Land Management, Washington 25, D. C., effective at 10:00 a. m., on January 14, 1948.

FOREST COUNTY, WISCONSIN

FOURTH PRINCIPAL MERIDIAN

T. 34 N., R. 14 E.,
Sec. 6, lots 8 and 9.

The area described aggregates 53.39 acres.

The above-mentioned land is within the limits of the Nicolet National Forest, the public lands therein having been withdrawn for forest purposes by Proclamation No. 2219 of December 31, 1936.

Anyone having a valid settlement or other right to any of these lands initiated prior to the withdrawal of December 31, 1936, should assert the same within three months from the date on which the plat is officially filed by filing an application under appropriate public land law setting forth all facts relevant thereto.

All inquiries relating to these lands should be addressed to the Director, Bureau of Land Management, Washington 25, D. C.

FRED W. JOHNSON,
Director.

[F. R. Doc. 47-10194; Filed, Nov. 18, 1947;
8:49 a. m.]

DEPARTMENT OF LABOR

Wage and Hour Division

HANDICAPPED CLIENTS EMPLOYMENT CERTIFICATES

ISSUANCE TO SHELTERED WORKSHOPS

Notice of issuance of special certificate for the employment of handicapped clients by sheltered workshop under the Fair Labor Standards Act of 1938, as amended, and the Walsh-Healey Public Contracts Act, as amended.

Notice is hereby given that a special certificate authorizing the employment of handicapped clients at hourly wage rates lower than the minimum wage rates applicable under section 6 of the Fair Labor Standards Act of 1938 and section 1 (b) of the Walsh-Healey Public Contracts Act has been issued to the sheltered workshop hereinafter mentioned, under section 14 of the Fair Labor Standards Act of 1938 (Sec. 14, 52 Stat. 1068; 29 U. S. C. 214) and Part 525 of the regulations issued thereunder (29 CFR, Cum. Supp., Part 525, amended 11 F. R. 9556) and under sections 4 and 6 of the Walsh-Healey Public Contracts Act (Secs. 4, 6, 49 Stat. 2038; 41 U. S. C. 38, 40) and Article 1102 of the regulations issued pursuant thereto (41 CFR, Cum. Supp., 201.1102)

The name and address of the sheltered workshop to which a certificate was issued, wage rate, and the effective and expiration dates of the certificate are as follows:

Goodwill Industries of Philadelphia, Inc., 514-520 Ludlow Street, Philadelphia, Pennsylvania; at a wage rate of not less than the piece rate paid non-handicapped employees engaged in the same occupation in regular commercial industry maintaining approved labor standards, or not less than 10 cents per hour, whichever is higher; certificate is effective November 1, 1947, and expires October 31, 1948.

The employment of handicapped clients in the above-mentioned sheltered workshop under this certificate is limited to the terms and conditions therein contained and is subject to the provisions of Part 525 of the regulations. This certificate has been issued on the applicant's representation that it is a sheltered workshop as defined in the regulations and that special services are provided its handicapped clients. A sheltered workshop is defined as, "A charitable organization or institution conducted not for profit, but for the purpose of carrying out a recognized program of rehabilitation for individuals whose earning capacity is impaired by age or physical or mental deficiency or injury, and to provide such individuals with remunerative employment or other occupational rehabilitating activity of an educational or therapeutic nature."

The certificate may be cancelled in the manner provided by the regulations. Any person aggrieved by the issuance of this certificate may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER.

Signed at Washington, D. C., this 10th day of November 1947.

RAYMOND G. GARCEAU,
Director,
Field Operations Branch.

[F. R. Doc. 47-10203; Filed, Nov. 18, 1947;
8:50 a. m.]

CIVIL AERONAUTICS BOARD

[Docket No. 3123]

LOS ANGELES AIRWAYS, INC.

NOTICE OF HEARING

In the matter of the compensation for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith over Los Angeles Airways, Inc., route No. 84; and the order to show cause therein, published by the Board, November 7, 1947 (Serial No. E-963)

Notice is hereby given that hearing in the above-entitled matter is assigned to be held on November 21, 1947, at 10 a. m. (eastern standard time) in Room 1508, Department of Commerce Building 14th and E Streets, NW., Washington, D. C., before Examiner F. A. Law, Jr.

Dated at Washington, D. C., November 14, 1947.

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 47-10215; Filed, Nov. 18, 1947;
8:50 a. m.]

[Docket No. 3163]

TRANS-CANADA AIR LINES

NOTICE OF HEARING

In the matter of the application of Trans-Canada Air Lines, filed pursuant to section 402 (g) of the Civil Aeronautics Act of 1938, as amended, seeking an

amendment of its foreign air carrier permit authorizing foreign air transportation of persons, property and mail by substituting St. Johns, New Brunswick, for Blissville, New Brunswick, as an intermediate point on a route between Halifax, Nova Scotia, and Boston, Mass.

Notice is hereby given pursuant to section 402 (g) of the Civil Aeronautics Act of 1938, as amended, that a hearing in the above-entitled proceeding is assigned to be held on December 1, 1947, at 10:00 o'clock a. m. (eastern standard time) in Room 1508 of the Department of Commerce Building at 14th and E Streets NW., Washington, D. C., before Examiner F. A. Law, Jr.

Without limiting the scope of the issues presented by said application, particular attention will be directed to the following matters and questions:

1. Whether the proposed air transportation will be in the public interest, as defined in section 2 of the Civil Aeronautics Act of 1938, as amended.

2. Whether the applicant is fit, willing and able to perform such transportation and to conform to the provisions of the act and the rules, regulations, and requirements of the Board thereunder.

3. Whether the authorization of the proposed transportation is inconsistent with any obligation assumed by the United States in any treaty, convention or agreement in force between the United States and the United Kingdom of Great Britain and Northern Ireland.

Notice is further given that any person desiring to be heard in this proceeding may file with the Board, on or before December 1, 1947, pursuant to said section 402 (g) and § 285.12 of the Board's rules of practice, a statement setting forth the issues of fact or law raised by said application which he desires to controvert.

For further details of the service proposed and authorization requested, interested parties are referred to the application on file with the Civil Aeronautics Board.

Dated at Washington, D. C., November 12, 1947.

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 47-10213; Filed, Nov. 18, 1947;
8:50 a. m.]

FEDERAL POWER COMMISSION

[Docket No. G-924]

KANSAS-NEBRASKA NATURAL GAS CO., INC.

NOTICE OF FINAL DECISION AND ORDER

NOVEMBER 14, 1947.

Notice is hereby given that the initial decision and order issuing a certificate of public convenience and necessity in the above-designated matter was issued and served upon all parties on October 14, 1947. No exceptions thereto having been filed or review initiated by the Commission, said initial decision, in conformity with the Commission's rules of practice and procedure, became effective on No-

venember 10, 1947, as the final decision and order of the Commission.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 47-10210; Filed, Nov. 18, 1947;
8:49 a. m.]

[Docket No. IT-6091]

NORTHWESTERN PUBLIC SERVICE CO.
NOTICE OF ORDER AUTHORIZING AND APPROVING
ISSUANCE OF COMMON STOCK

NOVEMBER 14, 1947.

Notice is hereby given that, on November 14, 1947, the Federal Power Commission issued its order entered November 13, 1947, authorizing and approving issuance of common stock, in the above-designated matter.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 47-10209; Filed, Nov. 18, 1947;
8:49 a. m.]

[Project No. 1759]

WISCONSIN MICHIGAN POWER CO.

NOTICE OF APPLICATION

NOVEMBER 13, 1947.

Public notice is hereby given pursuant to the provisions of the Federal Power Act (16 U. S. C. 791-825r) that Wisconsin Michigan Power Company, of Appleton, Wisconsin, has filed an application for amendment of its amended application for license for Project No. 1759 on the Michigamme and Menominee Rivers, in Iron and Dickinson Counties, Michigan, and in Florence County, Wisconsin, to include a new plant on the Michigamme River, in Iron County, Michigan, to be known as the Way Dam plant. The proposed addition to the project consists of a powerhouse with installation of approximately 2,500 horsepower to be located immediately below the existing Way Dam, a substation adjacent to the powerhouse, and a 69,000-volt transmission line about 7.5 miles long connecting with the applicant's existing system at a point near Crystal Falls, Michigan.

Any protest against the approval of this application or request for hearing thereon, with the reasons for such protest or request and the name and address of the party or parties so protesting or requesting, should be submitted before December 19, 1947, to the Federal Power Commission, at Washington, D. C.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 47-10202; Filed, Nov. 18, 1947;
8:50 a. m.]

INTERSTATE COMMERCE
COMMISSION

[S. O. 396, Special Permit 346]

RECONSIGNMENT OF CAULIFLOWER AT
CHICAGO, ILL.

Pursuant to the authority vested in me by paragraph (f) of the first ordering

paragraph of Service Order No. 396 (10 F. R. 15008) permission is granted for any common carrier by railroad subject to the Interstate Commerce Act:

To disregard entirely the provisions of Service Order No. 396 insofar as it applies to the reconsignment at Chicago, Ill., November 6, 1947, by Garibaldi & Cuneo, of car URT 50738, cauliflower, now on the Chicago Produce Terminal to Ray & Mascari, Indianapolis, Ind.

The waybill shall show reference to this special permit.

A copy of this special permit has been served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and notice of this permit shall be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Division of the Federal Register.

Issued at Washington, D. C., this 10th day of November 1947.

HOMER C. KING,
Director
Bureau of Service.

[F. R. Doc. 47-10206; Filed, Nov. 18, 1947;
8:50 a. m.]

[S. O. 396, Special Permit 347]

RECONSIGNMENT OF CAULIFLOWER, CHICAGO,
ILL.

Pursuant to the authority vested in me by paragraph (f) of the first ordering paragraph of Service Order No. 396 (10 F. R. 15008) permission is granted for any common carrier by railroad subject to the Interstate Commerce Act:

To disregard entirely the provisions of Service Order No. 396 insofar as it applies to the reconsignment at Chicago, Ill., November 6, 1947, by Garibaldi & Cuneo, of car SFRD 33564, cauliflower, now on the Chicago Produce Terminal to Williams Enderline Co., Cincinnati, Ohio (C&O)

The waybill shall show reference to this special permit.

A copy of this special permit has been served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and notice of this permit shall be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Division of the Federal Register.

Issued at Washington, D. C., this 10th day of November, 1947.

HOMER C. KING,
Director
Bureau of Service.

[F. R. Doc. 47-10207; Filed, Nov. 18, 1947;
8:51 a. m.]

[S. O. 787, Special Permit 2]

DELIVERY OF CARS TO M. DUNN AND CO.,
DETROIT, MICH.

Pursuant to the authority vested in me by paragraph (c) of the first ordering paragraph of Service Order No. 787 (12 F. R. 7361), permission is granted for any common carrier by railroad subject to the Interstate Commerce Act:

To disregard the provisions of Service Order No. 787 insofar as it applies to the turn-over and delivery to M. Dunn & Co., Detroit, Mich., the following cars shipped by Thomas Produce Co., Detroit, Mich.: NWX 4655 and PFE 40118 now on hand at Pere Marquette Detroit 12th St. Team Track, also CP 284609 and CN 411621 now on hand Wabash Detroit 12th St. Team Track consigned to H. D. Jaffords Co. Also PFE 41160, PFE 62509, ART 26199 and MDT 8080 now on hand New York Central's Central Produce Terminal 12th St. billed to E. H. Anderson and to reconsign CP 289510, PFE 42850 and CP 289817 now on hand at Detroit Union Produce Terminal, consigned to Potato Distributors Limited, notify M. Dunn Co. to M. Dunn Co., at his New York Central siding.

The waybill shall show reference to this special permit.

A copy of this special permit has been served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and notice of this permit shall be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Division of the Federal Register.

Issued at Washington, D. C., this 12th day of November 1947.

HOMER C. KING,
Director,
Bureau of Service.

[F. R. Doc. 47-10208; Filed, Nov. 18, 1947;
8:51 a. m.]

SECURITIES AND EXCHANGE
COMMISSION

[File No. 70-1465]

REPUBLIC SERVICE CORP. AND PENNSYLVANIA
POWER & LIGHT CO.

SUPPLEMENTAL ORDER APPROVING SALE AND
TRANSFER OF STOCK

At a regular session of the Securities and Exchange Commission, held at its office in the city of Philadelphia, Pa., on the 12th day of November A. D. 1947,

The Commission on September 29, 1947, having issued its findings, opinion and order approving, among other things, the sale by Republic Service Corporation ("Republic") of all the outstanding securities of two public utility companies and one non-utility company, namely, The Mauch Chunk Heat, Power and Electric Light Company, Renovo Edison Light, Heat and Power Company and Renovo Heating Company to Pennsylvania Power and Light Company ("Pennsylvania") for the base consideration of \$674,590 to be paid in shares of Pennsylvania

common stock, and accordingly Republic having acquired 34,156 shares of Pennsylvania's common stock; and

The Commission having conditioned its order with respect to the acquisition by Republic of the said Pennsylvania common stock as follows: "That Republic shall divest itself of all the shares of Pennsylvania's common stock, which it acquires as a result of this transaction, within six months from the date of acquisition" and

Republic having advised the Commission that it has entered into a contract to sell 15,000 shares of the common stock of Pennsylvania, and having requested that the Commission enter an appropriate order to conform to the requirements of sections 371 and 1808 of the Internal Revenue Code, as amended; and

The Commission deeming the sale of the common stock of Pennsylvania by Republic to be a step in compliance with the above-mentioned order and necessary or appropriate to effectuate the provisions of section 11 (b) of the act and deeming it appropriate to grant the request of Republic as to suggested recitals;

It is hereby ordered and recited, That the sale and transfer by Republic of 15,000 shares of the 34,156 shares of common stock of Pennsylvania, acquired pursuant to the order of this Commission dated September 29, 1947, are necessary or appropriate to the integration or simplification of the holding company system of which Republic is a member and are necessary or appropriate to effectuate the provisions of section 11 (b) of the Public Utility Holding Company Act of 1935.

By the Commission.

[SEAL] ORVAL L. DuBois,
Secretary.

[F. R. Doc. 47-10200; Filed, Nov. 18, 1947;
8:49 a. m.]

[File No. 70-1649]

GENERAL PUBLIC UTILITIES CORP.

ORDER PERMITTING DECLARATION TO BECOME EFFECTIVE

At a regular session of the Securities and Exchange Commission, held at its office in the city of Philadelphia, Pennsylvania, on the 12th day of November 1947.

General Public Utilities Corporation, a registered holding company, having filed a declaration, pursuant to section 12 of the Public Utility Holding Company Act of 1935 ("act") and Rule U-45 promulgated thereunder with respect to the following transaction:

General Public Utilities Corporation proposes to make a cash capital contribution of \$400,000 to its indirect subsidiary, Staten Island Edison Corporation. Staten Island Edison Corporation will use the proceeds of the proposed contribution in connection with its construction program and for other corporate purposes.

Such declaration having been duly filed, and notice of said filing having been duly given in the form and manner prescribed by Rule U-23 promulgated

pursuant to said act, and the Commission not having received a request for hearing with respect to said declaration within the period specified in said notice, or otherwise, and not having ordered a hearing thereon; and

The Commission finding that no adverse findings are necessary with respect to the declaration and deeming it appropriate in the public interest and in the interest of investors and consumers that said declaration be permitted to become effective, and deeming it appropriate to grant a request of declarant that there be no waiting period between the issuance of the Commission's order and the date the order is to become effective:

It is hereby ordered, Pursuant to Rule U-23 and the applicable provisions of the act, and subject to the terms and conditions prescribed in Rule U-24, that the declaration be, and the same hereby is, permitted to become effective forthwith.

By the Commission.

[SEAL] ORVAL L. DuBois,
Secretary.

[F. R. Doc. 47-10199; Filed, Nov. 18, 1947;
8:49 a. m.]

[File No. 70-1652]

INDIANA GAS & WATER CO., INC.

ORDER GRANTING APPLICATION

At a regular session of the Securities and Exchange Commission held at its office in the city of Philadelphia, Pa., on the 12th day of November A. D. 1947.

Indiana Gas & Water Company, Inc. ("Gas-Water") a subsidiary of Public Service Company of Indiana, Inc., which is a subsidiary of The Middle West Corporation, a registered holding company, having filed an application, and amendments thereto, pursuant to section 6 (b) of the Public Utility Holding Company Act of 1935 ("act") with respect to the issue by Gas-Water of \$990,000 principal amount of its First Mortgage Bonds, 3% Series, due November 1, 1972, and the sale of such bonds at the principal amount thereof equally to Aetna Life Insurance Company and New England Mutual Life Insurance Company; and

Said application having been filed on October 14, 1947 and Notice of Filing having been duly given in the form and manner prescribed by Rule U-23 under said act, and the Commission not having received a request for hearing with respect to said application within the period specified in said notice, or otherwise, and not having ordered a hearing thereon; and

The proposed issue and sale of bonds by Gas-Water having been authorized by the Public Service Commission of the State of Indiana, the State in which Gas-Water is organized and is doing business; and

Applicant having requested that the Commission's order granting said application become effective forthwith upon issuance; and

The Commission finding with respect to said application that the requirements of section 6 (b) are satisfied and that there is no basis for imposing terms and

conditions, other than those specified in Rule U-24 and deeming it appropriate in the public interest and in the interest of investors and consumers to grant said application and permit it to become effective forthwith:

It is ordered, That, pursuant to Rule U-23 and subject to the terms and conditions prescribed in Rule U-24, said application, as amended, be, and hereby is, granted and permitted to become effective forthwith.

By the Commission.

[SEAL] ORVAL L. DuBois,
Secretary.

[F. R. Doc. 47-10193; Filed, Nov. 18, 1947;
8:49 a. m.]

[File No. 70-1653]

ALABAMA GAS CO.

ORDER GRANTING APPLICATION

At a regular session of the Securities and Exchange Commission, held at its office in the city of Philadelphia, Pa., on the 12th day of November A. D. 1947.

Alabama Gas Company ("Alabama") a subsidiary of Southern Natural Gas Company, a registered holding company, having filed an application with an amendment thereto, pursuant to section 6 (b) of the Public Utility Holding Company Act of 1935 with respect to the following transactions:

Alabama proposes to issue \$1,000,000 principal amount of notes to The Chase National Bank of the City of New York, \$500,000 principal amount of such notes bearing interest at a minimum of 2½% per annum (subject to adjustment in relation to the discount rate of the New York Federal Reserve Bank of commercial paper but in no event to exceed 5% per annum) maturing serially at the rate of \$100,000 annually commencing November 1, 1948; and \$500,000 principal amount of such notes bearing interest at the minimum rate of 2¼% per annum (also subject to adjustment in relation to said discount rates but not to exceed 3% per annum) and maturing November 17, 1952. The proceeds of such borrowing will be used for the construction of additions to its gas distribution system. Alabama indicates it will repay the first \$500,000 of such notes out of earnings.

The proposed transactions have been approved by the Alabama Public Service Commission.

The application having been filed October 15, 1947, and notice of said filing having been given in the form and manner prescribed by Rule U-23 promulgated pursuant to said act, and the Commission not having received a request for hearing with respect to said application within the period specified in said notice, or otherwise, and not having ordered a hearing thereon; and

The Commission finding with respect to said application as amended, that the notes are being issued for the purpose of financing the business of applicant and have been approved by the State Commission in which it is organized and doing business and deeming it appropriate in the public interest and in the interest

of investors and consumers that said application as amended be granted, and further deeming it appropriate to grant the request of applicant that this order should be effective upon issuance:

It is hereby ordered, Pursuant to said Rule U-23 and the applicable provisions of said act and subject to the terms and conditions as prescribed in Rule U-24 and that said application as amended, be and the same hereby is granted forthwith.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F. R. Doc. 47-10201; Filed, Nov. 18, 1947;
8:49 a. m.]

[File No. 811-348]

BENEFICIAL CORP.

NOTICE OF APPLICATION

At a regular session of the Securities and Exchange Commission, held at its office in the city of Philadelphia, Pa., on the 13th day of November A. D. 1947.

Notice is hereby given that Beneficial Corporation, ("Applicant") a closed end, non-diversified registered investment company, has filed an application pursuant to section 8 (f) of the Investment Company Act of 1940 for an order declaring that it has ceased to be an investment company within the purview of said act.

Applicant maintains that it is not an investment company as defined in the act by reason of the provisions of section 3 (c) (8) of the act which excludes from the definition of investment company any company 90% or more of the value of whose investment securities are represented by securities of a single issuer included within a class of persons enumerated in paragraph (7) of said section. Applicant asserts that 90% or more of the value of its investment securities are represented by securities of Beneficial Loan Corporation which is an issuer included within the class of persons enumerated in paragraph (7) of said section since it is engaged directly or through majority-owned subsidiaries in the business of making small loans, industrial banking or similar businesses (from which not less than 25% of its gross income during its last fiscal year was derived) together with an additional business or businesses other than investing, reinvesting, owning, holding, or trading in securities.

All interested persons are referred to said application which is on file at the Philadelphia, Pennsylvania, offices of this Commission for a more detailed statement of matters of fact and law therein asserted.

Notice is further given that an order granting the application may be issued by the Commission at any time after November 28, 1947, (unless prior thereto a hearing upon the application is ordered by the Commission) as provided in Rule N-5 of the rules and regulations promulgated under the act. Any interested person may, not later than November 24, 1947 at 5:30 p. m., submit to

the Commission in writing his views or any additional facts bearing upon this application or the desirability of a hearing thereon, or request the Commission in writing that a hearing be held thereon. Any such communication or request should be addressed: Secretary, Securities & Exchange Commission, 18th and Locust Streets, Philadelphia 3, Pennsylvania, and should state briefly the nature of the interest of the person submitting such information or requesting a hearing, the reasons for such request, and the issues of fact or law raised by the application which he desires to controvert.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F. R. Doc. 47-10197; Filed, Nov. 18, 1947;
8:49 a. m.]

UNITED STATES MARITIME COMMISSION

LYKES BROS. STEAMSHIP CO., INC.

NOTICE OF HEARING ON APPLICATION

A public hearing will be held in Room 4825, Commerce Building, Washington, D. C., on Monday, November 24, 1947, at 10 o'clock a. m., before an examiner of the Office of Trial Examiners, United States Maritime Commission, on an application of Lykes Bros. Steamship Co., Inc., under section 805 (a) Merchant Marine Act, 1936, as amended, for permission to operate the "SS Doctor Lykes" and "Dick Lykes" in the intercoastal transportation of cargo on one voyage by each vessel between Long Beach, California, and New York while returning from the Far East on regular scheduled voyages, the "SS Doctor Lykes" to load approximately 1600 tons bulk oil about December 2, 1947, and the "SS Dick Lykes" to load a similar cargo about December 12, 1947.

The hearing will be conducted according to the Commission's rules of procedure and the Administrative Procedure Act. It will be limited to the two voyages described above since the operator of the vessels proposes thereafter to return them to regular operations in foreign trade. All interested persons desiring to be heard at such hearing are requested to file with the Commission written request to appear and be heard prior to the date of the hearing.

Dated: November 13, 1947.

By order of the United States Maritime Commission.

A. J. WILLIAMS,
Secretary.

[F. R. Doc. 47-10218; Filed, Nov. 18, 1947;
8:56 a. m.]

DEPARTMENT OF JUSTICE

Office of Alien Property

AUTHORITY: 40 Stat. 411, 55 Stat. 839, Pub. Laws 322, 671, 79th Cong., 60 Stat. 50, 925; 50 U. S. C. and Supp. App. 1, 616; E. O. 9193, July 6, 1942, 3 CFR, Cum. Supp., E. O. 9567, June 8, 1945, 3 CFR, 1945 Supp., E. O. 9788, Oct. 14, 1946, 11 F. R. 11981.

[Vesting Order 10011]

SUMITOMO BANK, LTD.

In re: Debts owing to Sumitomo Bank, Ltd.

Under the authority of the Trading with the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Sumitomo Bank, Ltd., the last known address of which is Osaka, Japan, is a corporation organized under the laws of Japan, and which has or, since the effective date of Executive Order 8389, as amended, has had its principal place of business in Japan and is a national of a designated enemy country (Japan),

2. That the property described as follows:

a. That certain debt or other obligation owing to Sumitomo Bank, Ltd., by Sumitomo Bank of Seattle, Seattle, Washington, arising out of an account entitled Due to Banks, and any and all rights to demand, enforce and collect the same,

b. That certain debt or other obligation owing to Sumitomo Bank, Ltd., by Sumitomo Bank of Seattle, Seattle, Washington, arising out of an account entitled Time Drafts Sold, and any and all rights to demand, enforce and collect the same,

c. That certain debt or other obligation owing to Sumitomo Bank, Ltd., by Sumitomo Bank of Seattle, Seattle, Washington, arising out of an account entitled Home Remittances, and any and all rights to demand, enforce and collect the same, and

d. That certain debt or other obligation owing to Sumitomo Bank, Ltd., by Sumitomo Bank of Seattle, Seattle, Washington, arising out of an account entitled Demand Drafts Sold, and any and all rights to demand, enforce and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Japan).

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Japan)

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have

the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 9, 1947.

For the Attorney General.

[SEAL] DAVID L. BAZELON,
Assistant Attorney General,
Director Office of Alien Property.

[F. R. Doc. 47-10216; Filed, Nov. 18, 1947;
8:51 a. m.]

[Vesting Order 10047]

EMMA HEIDT

In re: Certificate owned by Emma Heidt. F-28-6334-A-1.

Under the authority of the Trading with the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Emma Heidt, whose last known address is Einsiedlerhof near Kaiserslautern, Germany, is a resident of Ger-

many and a national of a designated enemy country (Germany)

2. That the property described as follows: One Guaranteed First Mortgage Certificate issued by the National Title Guaranty Company, of \$4,500.00 face value, bearing the number QF62, registered in the name of Emma Heidt, Einsiedlerhof near Kaiserslautern, Germany, presently in the custody of Topken & Farley, 250 Park Avenue, New York 17, N. Y., together with any and all rights thereunder and thereto,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owning to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany),

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as

a national of a designated enemy country (Germany)

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 20, 1947.

For the Attorney General.

[SEAL] DAVID L. BAZELON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 47-10217; Filed, Nov. 18, 1947;
8:51 a. m.]

